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THE SPHERE, JULY 14, 1945
With which is incorporated "BLACK & WHITE" 1/6

THE SPHERE

Vol. CLXXXII
No. 2373
WITH WHICH IS INCORPORATED THE GRAPHIC
JULY 14
1945

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WITH THE GREYS IN FRANCE. AN IMPRESSION BY A WAR ARTIST

Near Historic Falaise 'for a brief space the Scots Greys were remounted . . . many fine horses were roaming loose, some with wounds from shell splinter. The Greys were able to save many of them, and, while resting, the troopers gladly exchanged their Shermans for a four-footed mount . . .'

(Extract from Official Report, February 14th, 1945.)

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Volume CLXXXII No. 2373 The SPHERE, London, July 14, 1945

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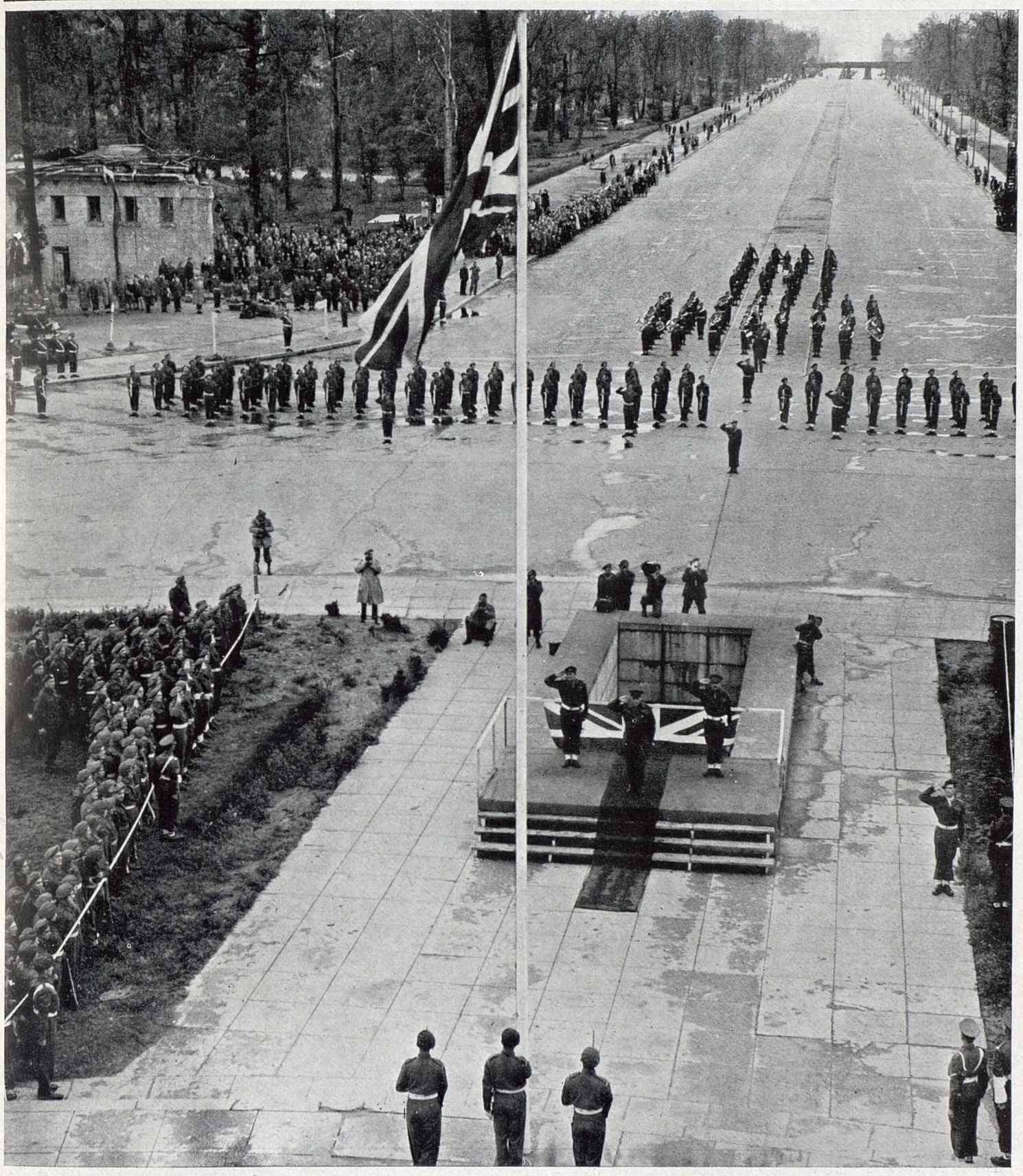
The Empire's Illustrated Weekly



THE UNION JACK FLIES OVER BERLIN: THE UNFURLING OF THE BRITISH FLAG BENEATH A GILDED COLUMN IN THE CHARLOTTENBURG ALLEE. The scene as Company Sergeant-Major Eric Cole broke the standard in front of Lieut.-General Weekes, representing Field-Marshal Montgomery

AT half-past three on Friday afternoon, July 6, the Union Jack was officially broken from a flagstaff at the foot of the 1870 Victory Memorial in the Charlottenburg Allee, to fly permanently in the heart of Berlin within sight of the Brandenburg Gate. A full hour before the ceremony began the Charlottenburg Chausée was filled with Germans making their way towards the parade, of which they had been advised all the morning by mobile loud-speaker units touring the streets. At the foot of the flagstaff stood three Grenadier Guardsmen, Sergeant-Major Eric Cole, a Dunkirk veteran, in the centre holding the halyard with which to break the standard. The guard presented arms, the German policemen came smartly to the salute, and as the flag broke from the masthead the band burst out with the crashing chords of "God Save the King." At the saluting-base were Lieut.-General Sir Ronald Weekes, Field-Marshal Montgomery's deputy on the Allied Control Commission; Major-General L. O Lyne, Commander of the British troops in Berlin; Major-General Baranov of the Red Army; Major-General F. L. Parks (United States) and General de Beauchesne (France)

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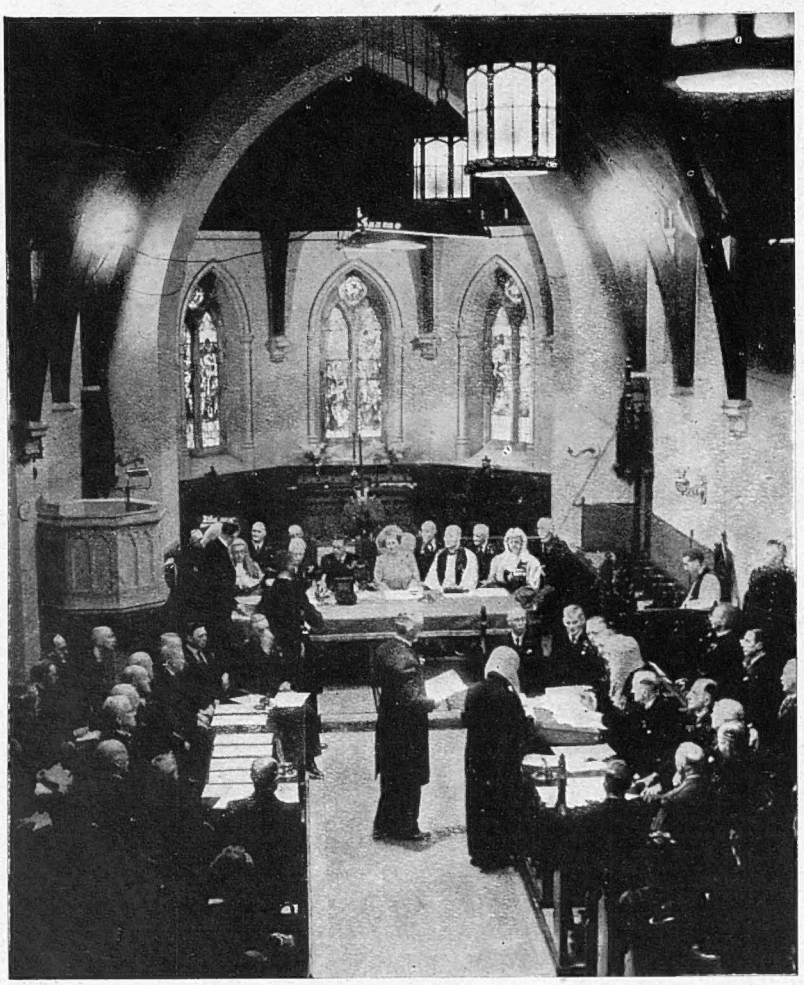
A WAR NEWSLETTER—No. 306

1, NEW OXFORD STREET, W.C.1.

Our "Little War."—During the last Presidential Election, some of us in England had excuse for wondering whether America had *any* time or inclination to remember the "little wars" in Europe and the Far East which seemed forgotten in the urgent fury and bitterness of that election. Of late it has been tit-for-tat. As a journalist, charged with writing a *War* Newsletter, I scanned the columns of the daily Press for anything like a handle for a paragraph on the Far Eastern War. The war of the constituencies overshadowed all else. I apologise. Now perhaps it will be easier to write a war commentary. All through June, the bombs dropped by the contending factions at home drowned the roar of the Super-Fortresses pounding Japan. How true it is that an accident to one pedestrian in our own street is more fearful than a cataclysm engulfing thousands across the oceans. For excuse, we are invited to believe that this election might influence the destiny of the whole world. Perhaps it was so; yet I hope we shall now win back at least a sense of proportion. That is bare civility to our fighting men and to our Western Ally. Which of our current wars do I intend to designate in my caption? Settle it as you think fit.

Tell Us Why.—If the new Government finds time in the next few weeks to take the public a little more into its *confidence* (as the public deserves), it will be a welcome substitute for the kind of dope we have been given from the hustings. I suggested recently that the public ought to be informed of the reasons why scrap rubber and metals are no longer needed since these commodities are obviously in short supply, and why the Home Guard still remains embodied. Here is another obscure point. Against what risk do we still continue to be taxed in heavy premiums covering War Damage Insurance, the latest due on July 1? Are we to expect another assault on Britain any day, and are all these precautions (Home Guard, gas-masks, War Damage Insurance) essential still? In short, what is the value of all the late blab about trusting the people, all that flattery of the public's worth and good sense, if the public is still to be led blindfold and in total ignorance of the reasons for the infliction of heavy, oblique and hidden taxation, and of inexplicable official decisions or delays in decision? Tell us *why*.

A New Conservative Government?—I am so firmly convinced that Mr. Churchill will get his working majority that I shall write this note as *chose jugée* well in advance of July 26. Shall I be glad if the Premier gains his heart's desire? Yes . . . and no. I feel that Churchill and Eden, Woolton and Anderson, should finish the war with Japan, deal with the complex problems immediately ahead, known and unknown, which concern the first stages of European resettlement and may cause divisions among the Allies, and deal also with the first steps in our domestic reconstruction. But (for the very reason that I personally should find life in a Socialist state intolerable) I may find my relief at the expected result of the Election strangely tempered with anxiety. Why? Because I believe the next three years will be so fraught with bitterness and grievances and trouble at home and abroad that no administration will last out five years, and that a political reaction before the expiry of a lustre may sweep in the strongest opposition party. There, indeed, was the chance for the Liberals, if Sinclair had shown vision and patience! And, secondly, because I anticipate that the Socialists, if defeated, are going to make things as nasty as they can in the labour field, in the coal and steel industries, transport and electric power, and so on, if only to "prove" that there is no cure but nationalisation. This election will leave behind a nasty taste, and, in British politics, where the defeated party is the Labour Party, the chances for revenge and obstruction under the ægis of the Executive and T.U.C. are enormous, whereas the parties of the right and centre, if defeated, can only lick their wounds and wait for a big Socialist failure. And, lastly, because I hate and detest many of the "camp-followers" of Conservatism. I have sometimes summed up these hangers-on, and hang-overs from the age of privilege, which somehow flourish under Conservatism, in the word "Stockbrokershire." I will tell you what "Stockbrokershire" conjures up in my mind: (*a*) The boosting and advertising of the successful business men and their fashionable womenfolk, the Lido loungers, the "socialites"; the inner ring in the City which absorbs multiple directorships and makes too easy money, and spends it vulgarly. Showmanship and luxury competition; (*b*) The slickness and lack of ideals and even of decency, which characterise so much of the cheaper Press which supports Conservatism, and positively encourages class-hatred and class-barriers—those "Court and Society" journals which trade on titles and do not even trouble to learn how to handle them correctly; (*c*) The certainty that a huge percentage of the minor offices in the Government will be filled by untried young peers and other golden youths, not without a suspicion of nepotism; (*d*) The fear that snobbery and self-interest and get-rich-quick methods will spread again from the City westwards, upwards, downwards, and will damp down again the finer fire of comradeship and simplicity of living and mutual help which burned bright in the years of trial. If only Mr. Churchill understood the loathing which some of his supporters have for (or understanding, had time to deal roughly with) these flashy Hetairai of Conservatism (which have given it the name of Capitalism), I should view the prospects of the next few years with less anxiety. I wonder if the Premier realises how many of his supporters felt like voting for *any* decent candidate other than that put forward by some of the outworn, impregnable oligarchies called "the local Conservative Association Committees" which, since the Edwardian age, have made such a mockery of what we are pleased to call "representative Government." There are Augean stables to be cleansed within the Party as in the country and Europe and civilisation. And a beginning should be made within the Party, if new brooms sweep cleanest. And now to wait patiently to be crowned as a prophet or to look foolish in a fool's-cap on July 26!



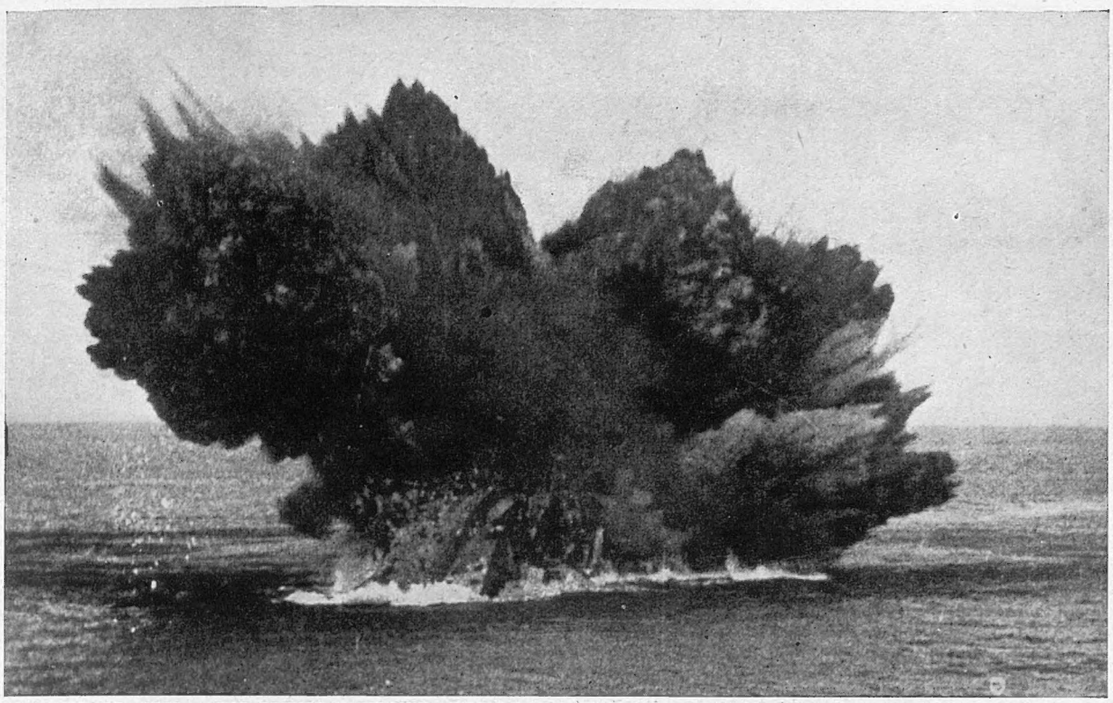
MANX HISTORY IS MADE BY THE KING AND QUEEN: Their Majesties in St. John's Chapel before presiding over the Tynwald. It was the first time that a King of England has sat enthroned at the ancient ceremony
For the first time in history the King of England has sat enthroned on Tynwald Hill, the island's ancient open-air seat of Parliament, to preside over Tynwald, the administrative ceremony at which, each year, the Acts passed by the island's Legislature are promulgated. The ceremony was made the more momentous by the presence of the Queen. Their Majesties, preceded by a sword-bearer and attended by members and officials of the Manx Parliament, bishops and clergy, attended service at St. John's Chapel. The King then presided over Tynwald from a throne of red velvet with the Queen at his side

The Japanese War.—For three weeks the secrets of the ballot will lie hid and interest will revive in the Far East. Indeed, except cricket, the weather and the imponderable acts of chance, there will be nothing else to focus interest on. For until we know who is to do the job, we cannot go hammer and tongs at domestic reforms until the floodgates open again on July 26. This Japanese war, then. It is going well enough. The vast armadas are massing and deploying. The Philippines are cleaned up. The mainland of Japan is already vulnerable even from the north. The Japanese are perfectly alive to their desperate plight and probably are as certain of their inexorable doom as was Hitler in May 1945. What is peculiar, but not without parallel (*vis-à-vis* the Nazi debacle), is the wide disparity in the views of the pundits on the length of the war. Largely, no doubt, these pundit-prohecies are made for propaganda purposes. One day, it may be, some leader in England or America is urged to re-stimulate war production, and therefore gloomily recounts the difficulties ahead and foretells a very long war. Another day, it may be, he wakes in cheerful mood and "sees the end in sight." Lately, President Truman himself declared that "we shan't be long now," and once or twice Mr. Churchill of late has whispered that the end may come sooner than the general public supposes. But both these prime pundits are equivocal and a "bull" pronouncement is usually corrected within a matter of hours by a "bear" *dementi*. It is the same with the generals on the spot and the statesmen nearest the scenes of battle. The late Mr. Curtin was usually consistently restrained in optimism. Admiral Nimitz and General MacArthur have, like all war leaders, two games to play, to stimulate hope and to stimulate endeavour. Prophecy is dangerous, prophecy is hard to resist. Prophecy depends on momentary moods and day-to-day needs. Even now wars cannot be mathematically calculated by the science of logistics. Chance plays an enormous role. *Quién sabe?*

Bayard.—Among the latest knighthoods and other rewards for most distinguished war service, I welcomed the K.B.E. awarded to General N. Ritchie, who took over the Eighth Army in the hour of the doldrums in Libya, won intense respect in Scotland between two active commands, did splendid work between D-Day and VE-Day in Europe, and is now the most welcome and fittest of all holders of the Scottish Command. And I noted that General Freyberg has received a fourth D.S.O. Is this a record? To receive the V.C., earned many times, and four D.S.O.s, each perhaps equal in value to a V.C. awarded when the conditions of qualification were perhaps less severe than now? I confess I am often puzzled by the system of conferring orders of knighthood. While the Bayards of our Empire should receive the best of everything, I never comprehend what "it shall profit a man" who has received the K.C.B. to have a K.B.E. added to him. To a knight bachelor, it would no doubt be welcome promotion. To a K.B.E., a K.C.B. would come as new proof of his merit. But a K.B.E. superimposed on a K.C.B. . . . the point of that is not so clear to me. But the whole subject is wropt in mystery, and enormously complicated.

Initials: A Confession.—I have written a lot about this war—too much, in my view. And I have got through nearly six years of it without knowing the meaning of many of the groups of initial letters which stand for public bodies, units and other wartime institutions whose meaning "every schoolboy knows," but very few can tell. I still don't know the meaning of G.I. or of B.L.A., for example. I painfully unravelled S.E.A.C., S.H.A.E.F., and (unlike Mr. Alwyn Parker) B.O.A.C.—all rather late in the day. I regard this "initial" business as much the same sort of bluff as was used in the '20's by slick business men in the States and in England—a bluff to hoodwink the world that they were too busy to waste time in words. They adorned their offices with snappy slogans: "Do it now," "Get on or get out," "Make a noise like an order," and so on. But they always had plenty of time to spare to talk both big and small to anyone who would listen. The Army Staffs have always copied the City in the current fashions in this ingenuous conceit, and there is plenty at all times to copy on Wall Street and Throgmorton Street, in Liverpool and Chicago. And it must be admitted that—while I adhere to the principle that there is always time to say clearly what you mean—the lapse of time does at last sanction and make current coin of many groups of initials. For example, the C.P.R., the ABC, the L.M.S., and many others, are long since "on the statute book." Nevertheless, I think we have overdone initials of late years, and so far from clearing the decks for business, have confused the crews.

THE OLD STAGER



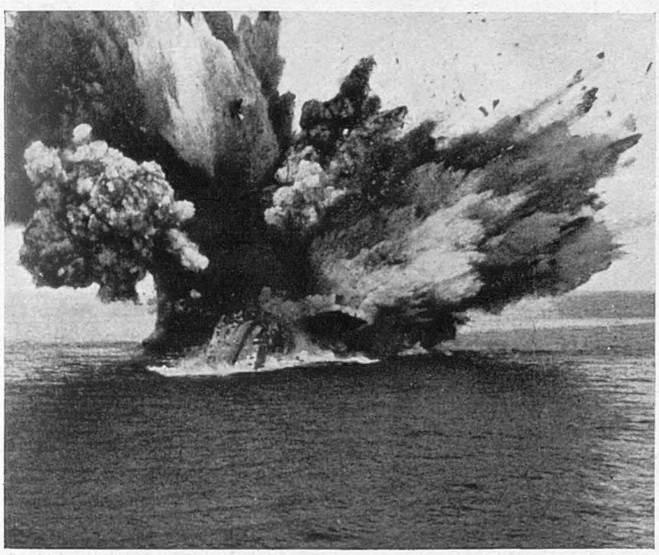
NOVEMBER 25, 1941: THE BRITISH BATTLESHIP "BARHAM" JUST AFTER SHE HAD BEEN HIT by a concentrated salvo of torpedoes from a German U-boat in the Mediterranean. The magazine blew up four minutes after the vessel was hit

The pictures on this page were all taken by a British News-reel photographer with the Royal Navy

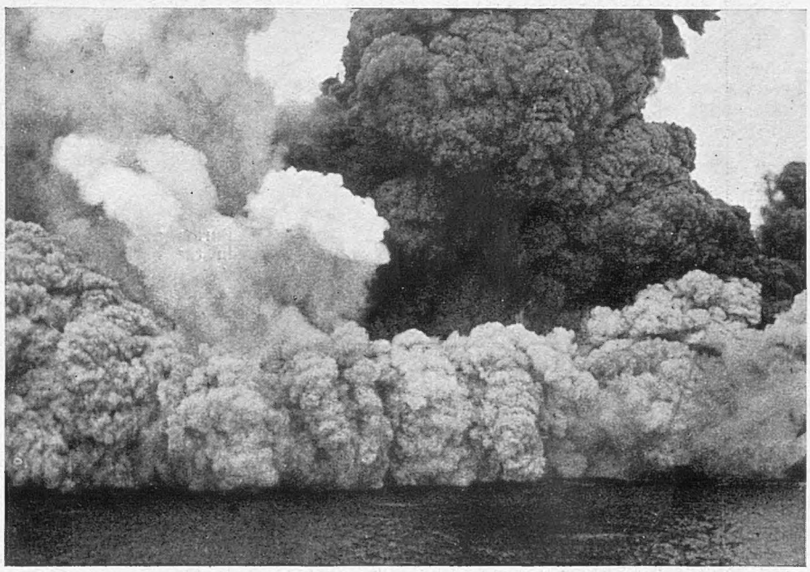
THE SINKING of the "BARHAM"

The only British Battleship Sunk at Sea by a U-Boat

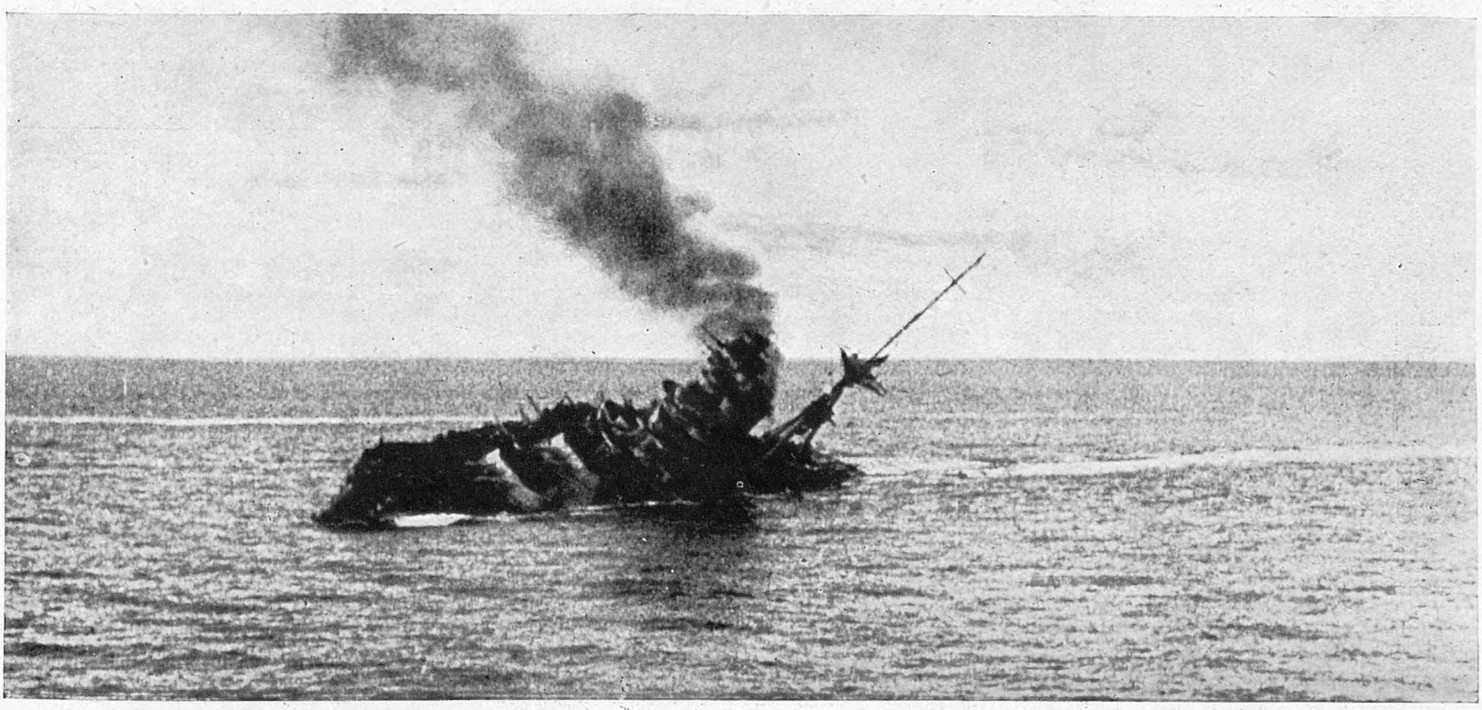
At 4.25 in the afternoon of November 25, 1941, H.M.S. *Barham* was attacked by the enemy submarine U-331, while operating with other ships of the Mediterranean Fleet, 200 miles W.N.W. of Alexandria. The concentrated salvo of torpedoes, fired at very close range, struck the *Barham* on the port side between the funnel and after-turrets. She immediately took a heavy list to port, and when she was on her beam side, about four minutes after being hit, her magazine blew up and she sank with the loss of 859 officers and men. The exact cause of the final explosion will probably never be determined, but no ship of the *Barham's* age—she was twenty-five years old—could have withstood such a blow, and the fact that she was the only British battleship to be sunk at sea by a U-boat during this war shows the pitch of efficiency our anti-submarine tactics had reached by 1939. Throughout the war, when properly screened, our battleships were able to operate almost with immunity in submarine-infested waters: the one exception was the *Barham*



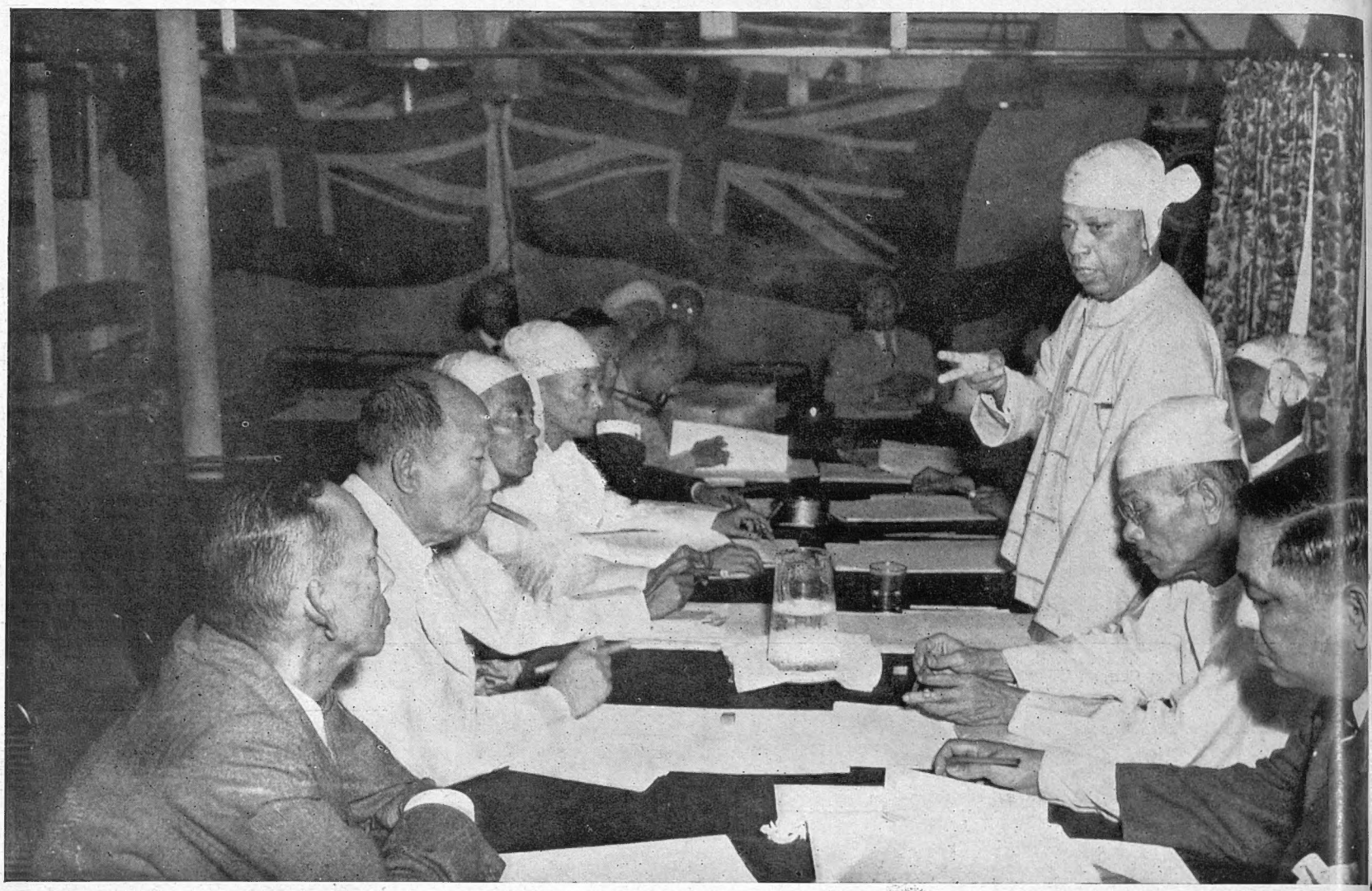
THE TERRIFIC EXPLOSION AFTER "BARHAM'S" MAGAZINE HAD BEEN HIT: 859 officers and men went down when the twenty-five-year-old battleship was torpedoed



A THICK PALL OF SMOKE WAS SOON ALL THAT REMAINED OF THE BATTLESHIP: The "Barham" was the only capital ship in the Royal Navy to be sunk as the result of U-boat attack at sea during this war



BEFORE SHE SANK AFTER BEING HIT, THE "BARHAM" TOOK ON A HEAVY LIST TO PORT, THE SIDE ON WHICH THE SALVO OF TORPEDOES STRUCK: The battleship had a displacement of 31,100 tons. She was launched in 1914 and had been in commission over a period of twenty-five years



THE BRITISH AND BURMESE LEADERS MEET AT THE RANGOON CONFERENCE: Sir Paw Tun, Prime Minister of Burma at the time of the Japanese invasion, addresses the meeting held on board a British warship in the harbour. The conference was called to discuss future plans for the country on its liberation

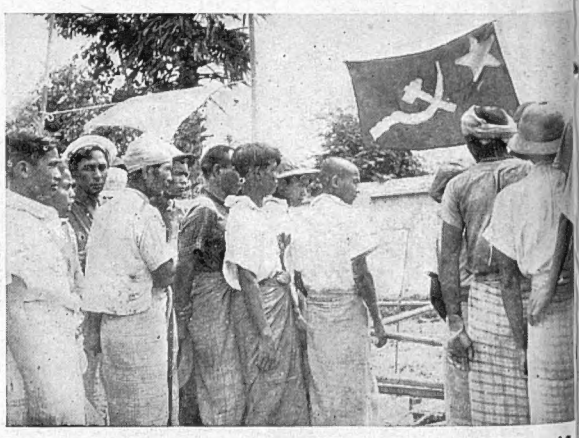
PICTURES from BURMA

The Conference at Rangoon, and the Building of the Manipur Road

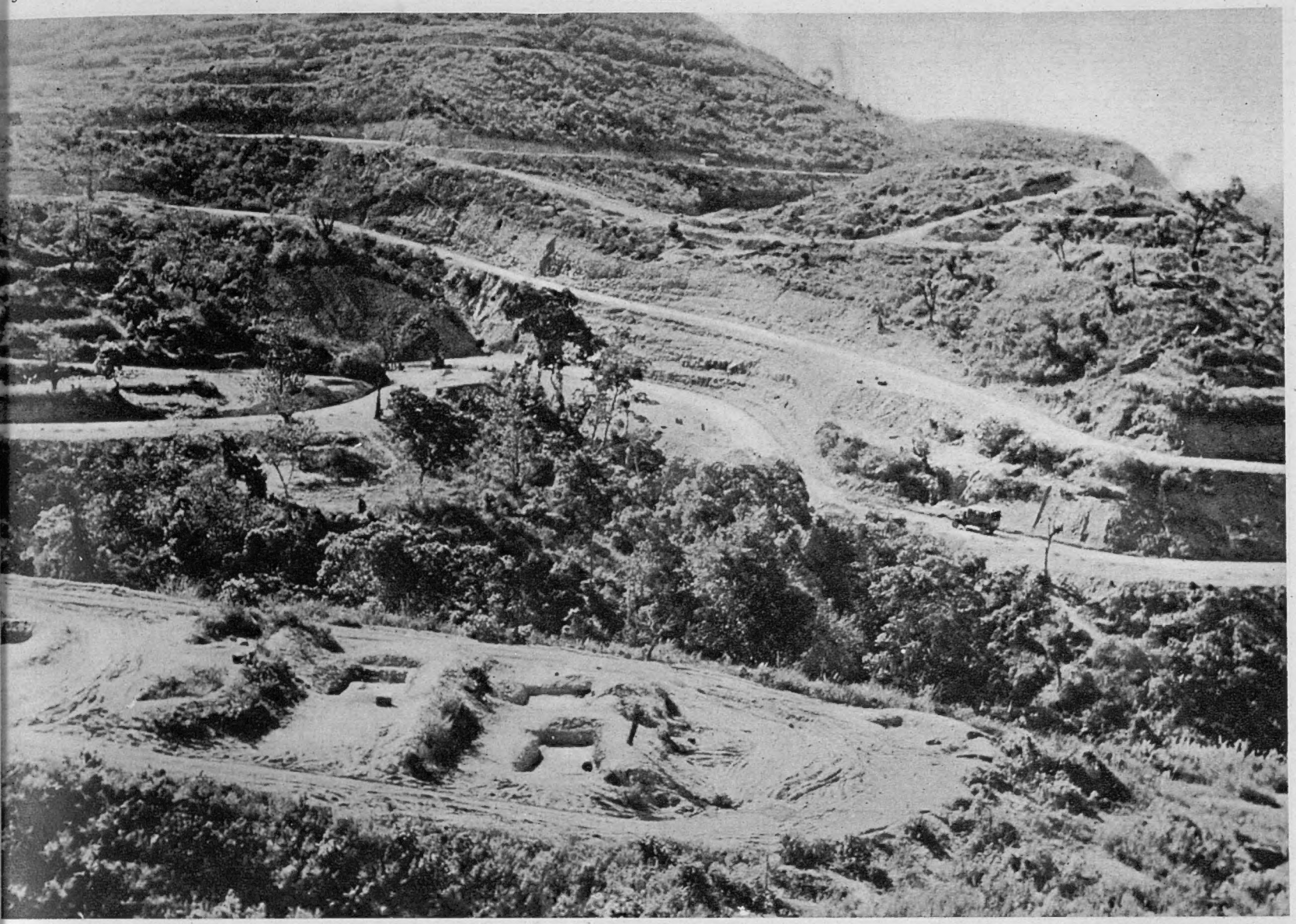
On June 20 Sir Reginald Dorman-Smith, the Governor of Burma, began his conference with the Burmese leaders, to discuss future plans for Burma as embodied in the White Paper. The conference was held on a British warship in Rangoon Harbour. It was attended, on the British side, by Lieut.-General F. A. M. Browning (representing Lord Louis Mountbatten, Supreme Allied Commander in South-East Asia); Lieut.-General Sir Montagu Stopford, the Commander of the Twelfth Army; Major-General H. E. Rance, Chief Civil Affairs Officer in Burma; and secretaries and advisers. Representing Burma were Sir Paw Tun, Prime Minister of the country at the time of the Japanese invasion; and U. Tin Tut, the senior Burmese member of the Indian Civil Service, both of whom were evacuated to India in 1942; and nineteen prominent men representing various political groups, including the anti-Fascist organisation, the local Burmese forces and the learned professions

EAST AFRICAN CHIEFS VISIT THE BURMA FRONT, to see how their men are serving with the British Army in the jungle: At the request of the military authorities in Burma, sixteen African chiefs were invited to tour Ceylon, India and the Burma Front to visit men of their tribes serving with the British Forces. They spent two days in Colombo, where they were formally welcomed by the G.O.C., Ceylon, Major-General Tuker. Entertainments included a garden-party given by the Commander-in-Chief, Lieut.-General J. H. E. De R. Wetheral, who commanded the 11th East African Division when it was taking part in the Abyssinian campaign. This picture, taken on June 18, shows General Wetheral greeting Chief Kawinga of Nyasa, whose ceremonial robes included a chain of lions' claws

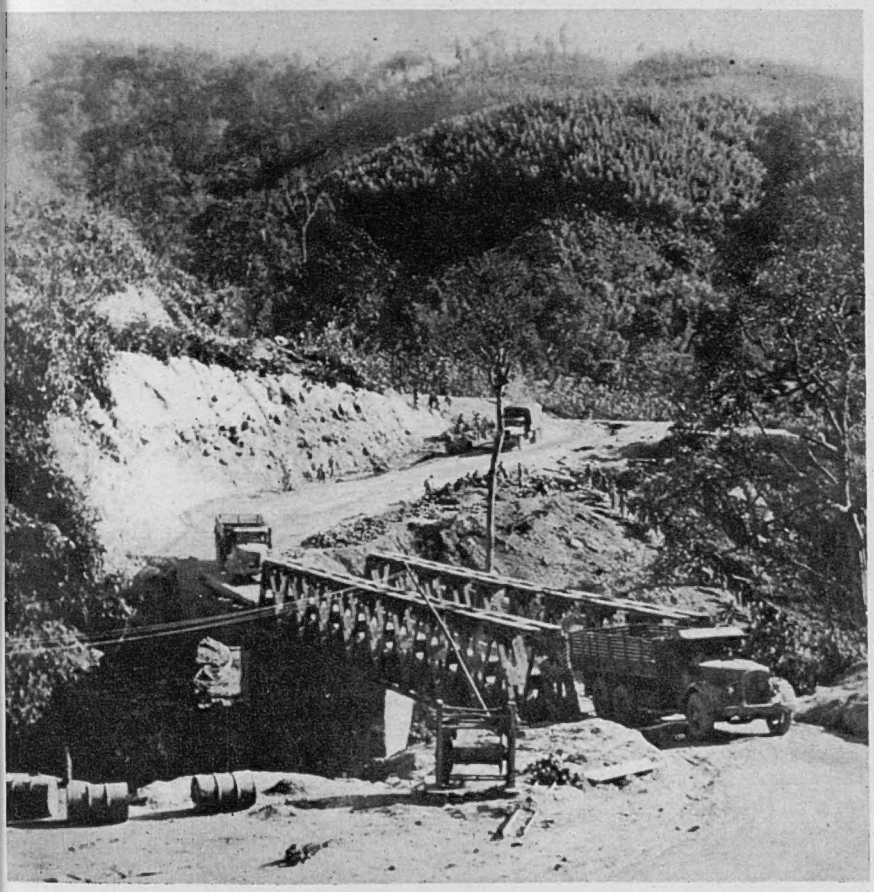
ANTI-ALLIED PROPAGANDA POSTERS IN RANGOON: This one was pasted up in Prome Road. It shows a Japanese soldier trampling on Allied flags and throwing luxuries to the Burmese—wine, food and money. Gazing up at the poster on the left are two English soldiers from the Home Counties



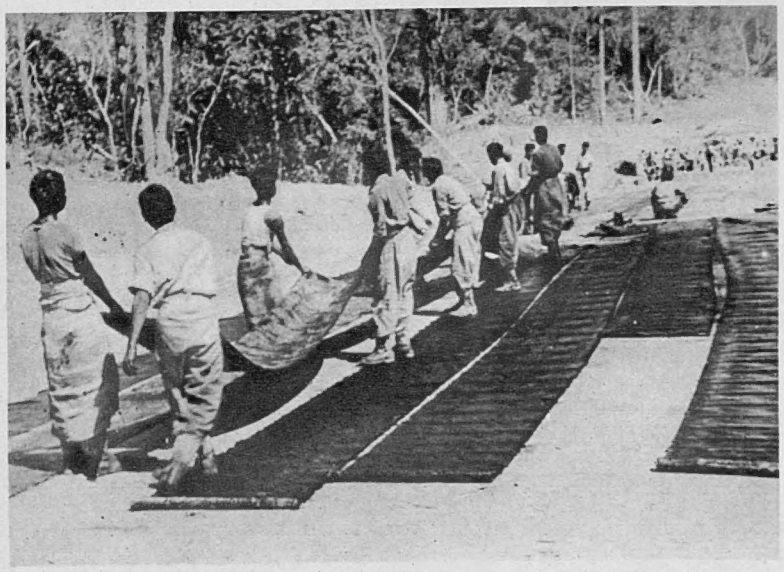
THE BURMESE HOLD AN ANTI-FASCIST MEETING AT PYINMANA: The scene in a temple between Yamethin and Toungoo, when the Burmese inhabitants celebrated their liberation by holding an anti-Fascist meeting in the temple grounds. At this spot the flags of the Allies fly above captured Japanese arms dumped on the ground



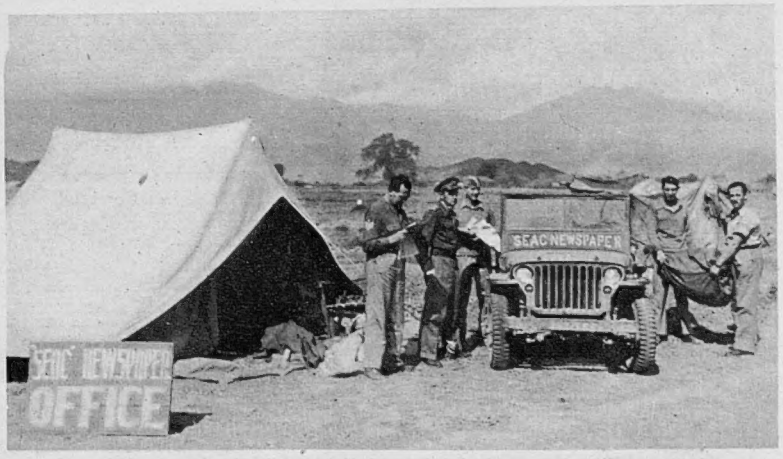
THE BUILDING OF THE MANIPUR ROAD—A GREAT TASK BEGUN IN 1942. IT HAS SINCE BEEN USED TO SUPPLY AND REINFORCE THE BRITISH ARMIES IN BURMA: This picture of a section of the road shows how it winds over the mountains in a series of hairpin bends carved out of the rock. There is now a two-way road all the way from Dimapur to the Chindwin River



A BAILEY BRIDGE LINKS TWO SECTIONS OF THE GREAT ROAD OVER A MOUNTAIN RAVINE: **Across it a never-ending stream of lorry traffic flows.** In the spring of 1942, when Field-Marshal (then General) Alexander's gallant little Burma army was retreating northwards from Rangoon, the British Army authorities decided to begin building a road from Dimapur to Tiddim along which the troops could retreat and by which fresh divisions could be got forward to meet the Japanese threat to India. At the time, there was only an unmetalled track from Fort Dimapur, in Assam, to Imphal—a distance of 133 miles—and nothing from Imphal to the Chindwin but a hundred miles of jungle-covered mountains. To-day there is a two-way road stretching all the way from Dimapur to the Chindwin, along which supplies can be brought into Burma to feed the armies now advancing on Siam. The labour has been Indian (chiefly from Madras), with British officers and N.C.O.s to direct the work. Naga hillmen and women have also helped to hack the road from the living rock and repair it when the monsoon rains threaten to undermine it and send the toil of months toppling into the valleys below. The final result is one of the greatest engineering feats of the war



BITUMINOUS STRIPS BEING LAID TO MAKE THE SURFACE along the Manipur Road: The labour has been Indian, chiefly from Madras, working under British officers



A NEWSPAPER "OFFICE" SET UP ON THE ROAD to supply current news to the troops: Supplies for this post come up by the ubiquitous jeep. The men live under canvas

FIGHTING THE JAPS in the PACIFIC

Scenes on Okinawa, and on the American Headquarters Island of Guam

BEATING THE "SUICIDE" TACTICS OF THE JAPANESE SOLDIER: Using the flame-thrower to force last-ditch defenders out of their bunkers and caves. This weapon has been used at Okinawa, Tarakan, and elsewhere in the Pacific, where the Japs have been forced to come out—or die at their guns—*Drawing by W. G. Whitaker*

The desperate determination of Japanese soldiers to fight to the death in their bunkers and caves has led to the development of a special method of "winkling out" on the part of the U.S. and Australian troops who have to meet this "last ditch" technique. Japs ensconced behind their timber and concrete "bunker" protections, or inside their slit caverns, have provided difficult problems for the attackers, who have had to risk their lives time and again with grenades and bombs at the closest quarters. The flame-thrower, which propels a deadly stream of flame, has proved a most effective weapon against such obstacles: it has come increasingly into use. The jet is not always continuous; it is often projected as an elongated line of flame, thickest at the forward end, and followed by a tail of fire. Like the British Army during the last days of the European War, the American infantry carry special containers on their backs. These are the lighter types of flame weapons: tanks also use flame in a heavier mass. It is probable that this weapon has induced surrenders even among the suicidal Japs, because on Okinawa some 7,000 prisoners were taken—although it must not be overlooked that 100,000 Japs have died on the island before the final surrender. The drawing reproduced above shows a flame-throwing attack over the volcanic terrain of Okinawa island: both infantry and tanks are taking part against strongly constructed Jap bunkers. In the background rise the rocky hills where the Japs made their last desperate stand on the island

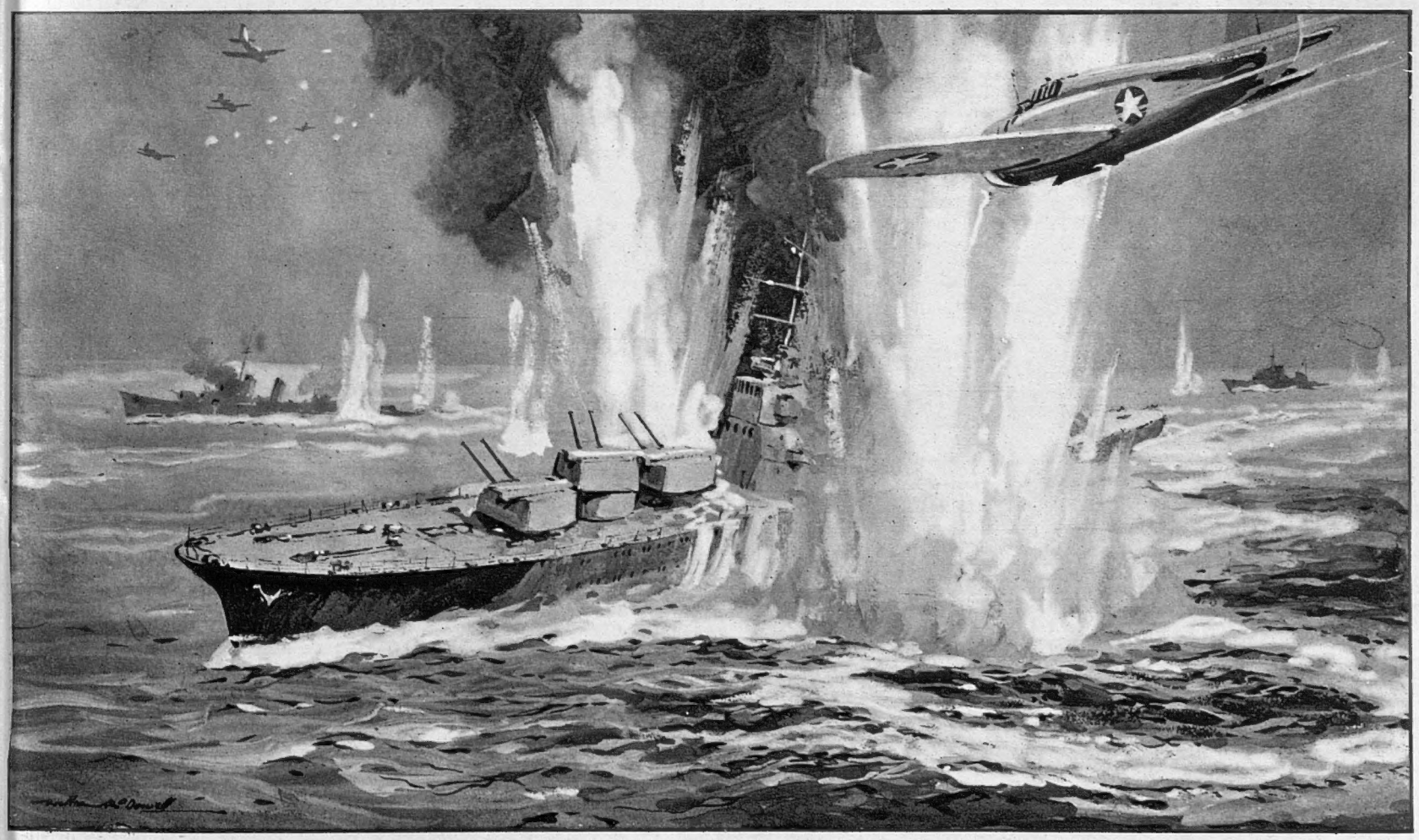
THE HEADQUARTERS OF THE U.S. PACIFIC FLEET ON THE ISLAND OF GUAM: These rows of "Quonset" huts form living-quarters and storage sheds for the H.Q. group; others are being built at the lower left. A large number of American ships dot the harbour

ON THE ISLAND WHICH IS ADMIRAL NIMITZ'S HEADQUARTERS IN THE PACIFIC: This picture was taken from the air; it shows a Flying Fortress base on Guam, with the huge planes parked in their revetments, between raids on the Jap homeland. The runways and "parking" places have been carved out of the living coral of which the island is composed. From here will now come part of the force of 1,000 bombers which General George Marshall says will be sent against Japan daily. In the bay at Guam, many warships come and go, as the island is now the forward H.Q. of Admiral Nimitz

THE JAPS WHO DID *NOT* COMMIT SUICIDE : These men took to the caves when the fighting was nearing its end. But, one by one, they came out when called on to surrender. Instead of the torture and death they were taught to expect from Jap propaganda, the men were led off to imprisonment as P.O.W.s

JAPANESE SHIPS ARE ATTACKED DURING A FUTILE ATTEMPT TO RUN THE AMERICAN BLOCKADE : Three Japanese cargo-ships are here being attacked at low level by Air Force Liberators of the American Thirteenth Army over the Makassar Straits, between Borneo and Celebes. An estimated 200,000 Japanese troops have been stranded in the Netherlands East Indies, cut off from supplies and reinforcements, by American bombers and fighters operating from bases in the Philippines. The U.S. sea and air blockade has now caused the enemy to draw upon his reserves

A POIGNANT MOMENT DURING THE BATTLE FOR OKINAWA : The officer on the right, kneeling, is Colonel Francis I. Fenton, of San Diego. Before him, covered with the Stars and Stripes, is the body of his son, who was killed in action during the bitter fighting on the island. Private Michael Fenton was only nineteen years of age : he was a member of the First Marine Division, of which his father is a Regimental Commander. On Okinawa the fighting achieved a fierceness and a bitterness never before equalled even in the Pacific. Over 100,000 Japs were killed before the end came



A DIRECT HIT ON A JAP CRUISER IN THE EAST CHINA SEA, ABOUT 50 MILES SOUTH-WEST OF THE JAP HOME ISLAND OF KYUSHU : Carrier-based American bombers are here seen attacking a light cruiser of the Agano class—*Drawing by Wm. McDowell*

Japan has suffered great naval losses both from Allied surface and undersea ships and from the attacks of the Allied Air Forces. To-day, the Japanese have probably only two battleships, two battle cruisers, five big aircraft-carriers and five escort carriers left to them. They have probably only four heavy cruisers left, and cannot have more than three or four light cruisers. This drawing indicates one of the methods by which the once-great naval force has been whittled down. The *Agano*, here seen under attack from the air, is one of the latest additions to the Japanese Fleet : it is believed to be about 6,000 tons and armed with 6·1-in. guns. She is roughly equivalent to a British 6-in.-gun cruiser

A COOK'S TOUR—WITH A DIFFERENCE

A Glance at the Great Tourist Centres of Europe Under the Control of the Allied Military Forces

Described by FERDINAND TUOHY

DURING the interminable war years I suppose many of us who knew the Continent used to try and picture what had become of our favourite corners and their local populations.

At first, the tendency was to imagine these playgrounds of Europe as stilled and ghostly. The hotels boarded up or running to seed, the casinos and restaurants closed, life gone from cafés and bars, shops shuttered, garages and stations silent, lake and river steamers tied up, beaches empty and forlorn.

Disintegrated, too, that weird human pot-pourri who congregated at these places in search of a living of some sort—hotel staffs, musicians, artists ("attractions"), boutique and kiosk keepers, croupiers, racing personnel, mannequins and gigolos, pimps and pretty ladies, swindlers and dope-pedlars, adventurers and hangers-on.

All gone; or so we thought at first.

Then a second picture formed in our minds. These places, many of them, were not so empty and forlorn. The Master Race had the run of them. Save for a small number of places in the front line, the Germans could pick and choose their holiday grounds, and we gradually got to know how these overlaying trippers jumped at the exclusive opportunity. Shut up year after year in our crowded island, the thought was gruelling, yet one buoyed oneself up with hopes for the future. *Some day . . .*

Well, now, "some day" has come and it is scarcely as we anticipated. The Germans and their ideological friends have cleared out or made themselves scarce more or less. But there is no sign of our being able to take their places at any foreseeable date. Heaven knows when that will be, seeing that the Continent is most deficient precisely in those lines which are necessary to promote visitors: shipping, transport, food, accommodation, staffs, exchange rates, and by no means least, temper.

However, a turn of poetic justice has decreed that if civilians (of whom a dim view is taken, although, oddly enough, they also had a hard war, in fact, a harder one than hordes in uniform) may not enjoy these pleasure spots, the fellows who won in the field and air, and at sea, are increasingly disporting themselves at whim and fancy where, not long ago, the Wehrmacht and Herrenvolk were lords of creation.

If you draw a line approximately from Copenhagen down to Naples, you may say that almost every resort west of it is accessible to the victorious armies of the West. East of the line is verboten, yet not many favoured spots lie over there, and, anyway, few are not severely hit or in the throes of social upset.

Naturally enough, the Americans make up a heavy proportion of the tourists in uniform, being most numerous and far from home, likewise better able to spend and keener on getting around. Yet there are signs that the more foot-loose British will go a-touring in augmenting numbers, if only because of cramped and bereft conditions in Britain.

Nor should it be thought that the travelling troops are unwanted by the locals. On the contrary, they are heartily welcomed, whether to Swiss resorts, which have the means to cope with them, or to places like the Riviera which have not. For there 's a way round the latter situation. The Forces not only arrive under their own power—usually in trucks—but use their rations while holidaying. No locust stuff! Hotels and public buildings are apt to be requisitioned with a liberal hand, but most of them are empty anyway, while the uniformed descent in otherwise barren times gives work to hundreds—in the case of Cannes, to 4,000. Not only does the descent give work: it gives back life to these places and their inhabitants, and plenty of commodities from the troops.

The Americans have taken over the Riviera for two years on Lease-Lend, as a leave area for the European Theatre, and for those re-deploying for the Far East or returning home to civil life. Headquarters are at Cannes, and, thanks to mine-freeing by German prisoners, who not infrequently are casualties, stretches of the famous coast, now emphatically getting hotter, are assuming the traits of lesser Coney Islands, with swimming, boating, dancing, tennis and team games laid on free of charge.

Yes; the Riviera is just one American junket and joy-ride, literally scores of thousands Doughs, Dogfaces or Joes steeped in the sun on the 70-miles stretch between St. Raphael and Menton. Britons cannot benefit because they 'd have to eat in the black market, and this should be altered, given the special morale-raising properties of this coast both in winter and summer.

Much of a like situation is developing on the Basque Coast where the Americans have gone one further by taking over the Casino and adjacent hotels as their second Army University. And now they are being made free of Spain too. In the remarkable flirtation between Franco and U.S. big business, this invitation plays its part. Not only are the Doughs exempted from passport formalities; they are even allowed to wear uniform while being accorded "all sorts of facilities." Including, no doubt, the beauties and sufficiencies of Majorca; though it is tough going, even for the dollar, south of the Pyrenees.

This applies very much to France also, which would otherwise lie open, as after the last war. Now, you don't see many tourists in uniform; although Paris is packed by troops for ever complaining about being paupers and fixing blame on the French.

An American friend was told by his paper to buy himself and a delegated W.A.C. a night out, and it cost him 4,800 francs, or 96 dollars. And they eat at a U.S. mess at that—spam! The money went on such things as a broken-down horse-carriage drive from Dauphine to Concorde, 500 francs; a bottle of pale liquid champagnisé at the Lido, 750 francs; and a cycle-taxi to the Bois at midnight, 1,000 francs.

There is only one thing to do in Paris—use your own Service facilities and, for transport, the Metro or your flat feet. That way, it can be a great deal of Paris still; as more and more of the duly forewarned British on leave discover.

How much France has lost architecturally will be a shock one day to returning intimates. Harm has again been greatest in the northern half which contributed most to mediæval civilisation. Many Gothic lay buildings have gone for ever, and also much of the seventeenth and eighteenth centuries. Gone the homes of the merchant adventurers of Nantes; gone the Toulon of the Navy of the Bourbons; St. Malo a shell; Old Marseilles blown up to make U-boat pens and Nazi purity. But no bogus mediæval replacement is to occur. Modern artists are to be given the work.

This a considerable Cook's Tour.

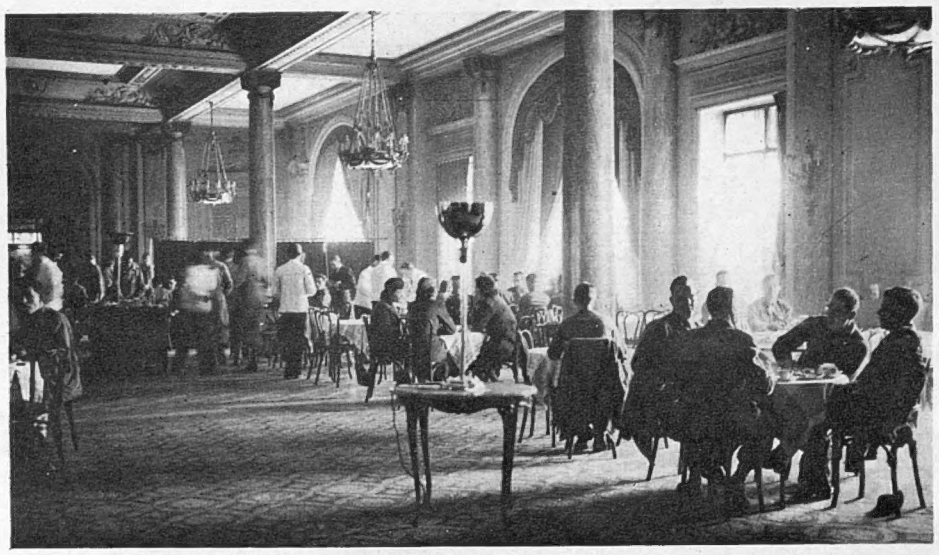
Deauville has opened slightly for dollars and black marketeers; otherwise the only Channel resort I 've heard of as functioning is Blankenbergh which is all set to become the British Occupation Army's rearward sea lung. Other choices are Brussels (a happier place than Paris) and the lesser-touched Ardennes. But I predict that by next summer Denmark will be the favourite with our troops. Even now it has everything save coal, oil and cigarettes, while "fratting" with Danes is limited only by 9 p.m. closing due to the fuel situation.

So down the Rhine, which isn't so dusty, either. I quote: "Regimental headquarters are perched on the vine-covered slopes just south of Remagen, in a comfortable, secluded little pub—complete with ice-cold beer. Pubs are very popular with small and isolated units." Not far away, Divisional H.Q. are at Maria Laach Monastery "where the monks make Moselle wine by a crystal-clear lake among green hills." My source goes on: "The snootiest hotels in resort regions are billets for troops. Chateaux, where every room has a view, become officers' quarters. Spas are home sweet home for whole outfits;" such as Bad Ems, in the pine valley where the Lahn meets the Rhine. Or Berchtesgaden, where Bastogne's 101st Airborne Division is still rewarded by having the run of Hitler's hillside and townlet "with comfort fully laid on." Yet the beauties and beer of an unfraternising Bavaria are not enough, and so, 250,000 Americans are to spend their leave at famous Swiss resorts, mountain and lowland, in batches of 10,000, for ten days each under their own officers and discipline. (We must see how the more Calvinistic Swiss react to this.)

No such luck for our Eighth Army and Desert Air Force in the Austrian Dolomites. They are in the most glorious country by Wörther Lake. In lovely summer weather, they may swim, fish, sail, ride, hunt the venison and walk the pine-woods. At night they may lounge on fairy-lit terraces by the moonlit lakeside, listening to Viennese lilts over their wine. But they may not talk even to a child, much less to a honey-tanned lovely. So the troops prefer Italy where at least politics do not bar them from having sweethearts.

For their last summer in Italy, such British as remain can behave like human beings and respond to the Signorine at such charm-spots as Venice and the Lido, Verona and Lake Garda, the Italian Lakes and Ligurian Riviera. They will even pick up some Italian, as I did in 1918—and certainly enjoy the great natural beauties of the country.

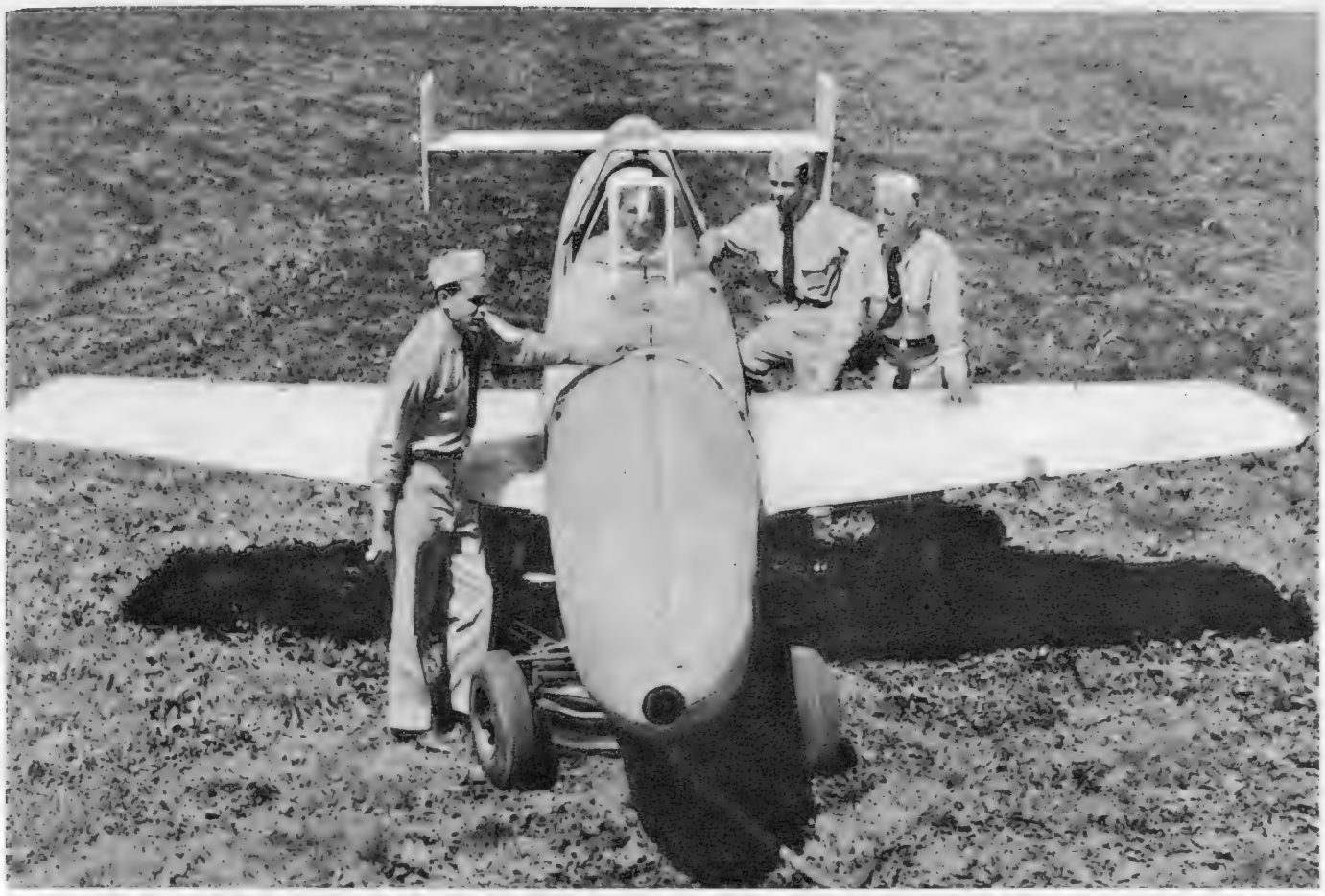
ON THE FRENCH RIVIERA, A RECREATIONAL CENTRE FOR THE AMERICAN ARMY: Just before the end of the European War an increasing number of U.S. soldiers were taking their leave in the South of France: now, tens of thousands are being passed through the same region on their way to the Pacific theatre of war. This picture was taken outside a café at Nice near the sea: it shows American soldiers and French girls "fraternising" to the strains of an orchestra within the café's interior



AMERICAN SOLDIERS ON LEAVE IN THE ELEGANT DINING-ROOM OF THE NEGRESCO HOTEL on the Côte d'Azur at Nice: Thousands of men from the United States have been able to "do" the Riviera this year in a manner they never anticipated before the Invasion of France

The "BAKA BOMB" and the PAPER BALLOON

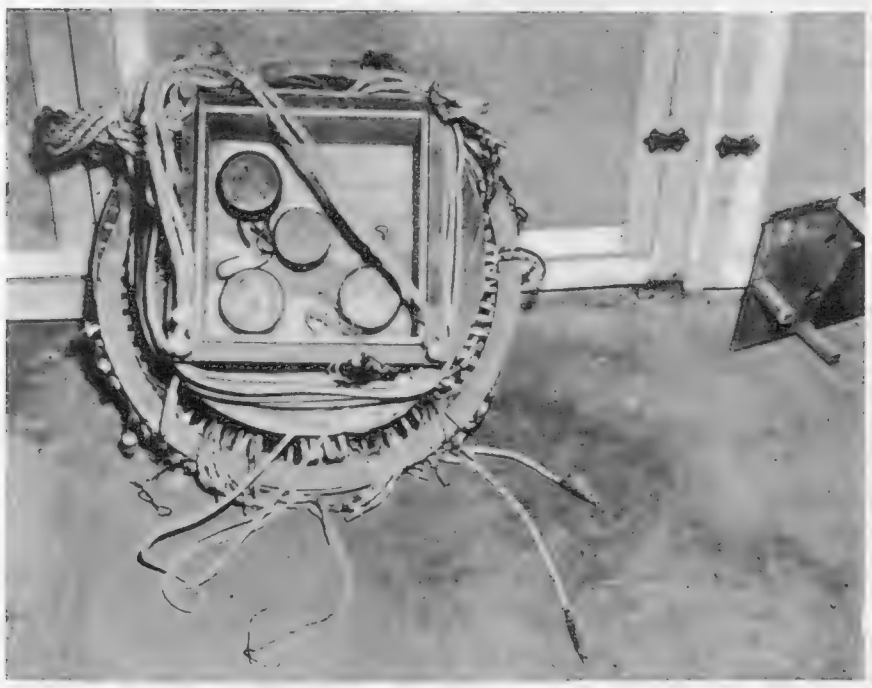
Two Japanese Weapons Photographed for the First Time



CAPTURED DURING THE OPERATIONS ON OKINAWA ISLAND—THE "BAKA" (OR STUPID) BOMB, the "suicide" weapon which the Japs are using in the Pacific. How this weapon is employed against the big American bombers was described in a drawing published in "The Sphere" last week (*See note at right*)

On left—

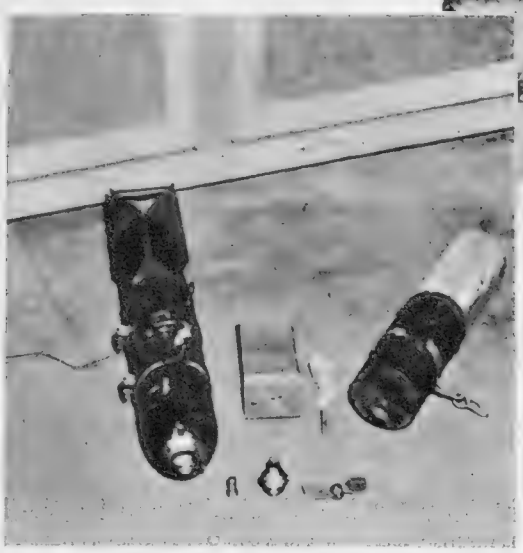
THE BAKA BOMB: In last week's SPHERE we published a drawing showing the Baka bomb in operation against a Super-Fortress over Japan. This latest "suicide" weapon of the Japs is, in reality, a glider carried beneath a parent aircraft. In the nose is the explosive charge: after release it is guided to its target by a pilot strapped into the small cockpit. The photograph on the left comes from Johnsville, in Pennsylvania, where a captured specimen (taken on Okinawa) is being studied at the Naval Aircraft Modification Unit. The plane is 20 ft. long: in the bubble, canopy-type cockpit is the suicide pilot's seat



THE BOMB MECHANISM OF THE PAPER BALLOONS FROM JAPAN: This is a close-up view of the aneroid barometers, which actuate the release of the bomb load. This mechanism was taken from a balloon which fell in Western Canada

A JAP BALLOON IN FLIGHT OVER NORTH AMERICA JUST BEFORE LANDING: It carries incendiary and anti-personnel bombs and is designed to destroy itself after the explosives have been dropped

THIS BALLOON WAS CAUGHT IN A TREE IN CANADA: Its shroud lines are trailing from the branches

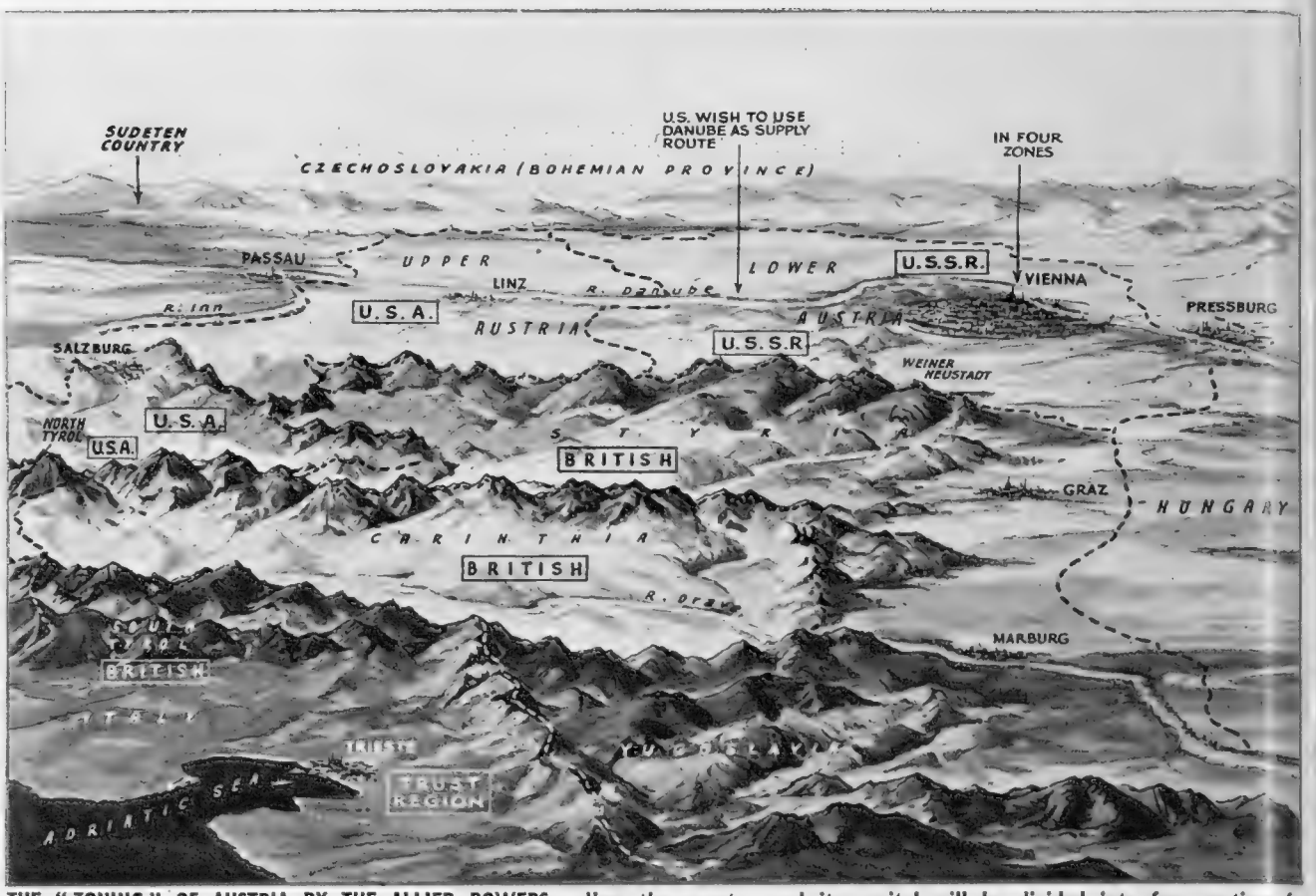


THE BOMBS CARRIED ON BOARD: An anti-personnel bomb is seen on the left, and a smaller incendiary on the right

THE AUTOMATIC BALLOON BOMBER: On page 46 of the present issue we publish a reconstruction drawing of the paper balloons which the Japs are now launching against the West Coast of America and Canada. The photographs reproduced here showing the details of this Japanese device have just been received by radio from the United States. Apparently, the balloons have been manufactured in large quantities in Japan at a low cost, Many Americans have been aware for some time that the V-weapons have been reaching the Western States, but news of this development has been withheld up to the present moment. The balloons travel at a great height on wind currents moving at a speed of 80 m.p.h.: these currents always travel from west to east. The balloons are grey-white, or greenish-blue, in colour, and are made of oiled paper. The general method of construction and operation are described in the drawing on page 46. Two of the photographs reproduced here show balloons after their descent: the other two show details of their ingenious construction

AFTER-WAR PROBLEMS IN EUROPE

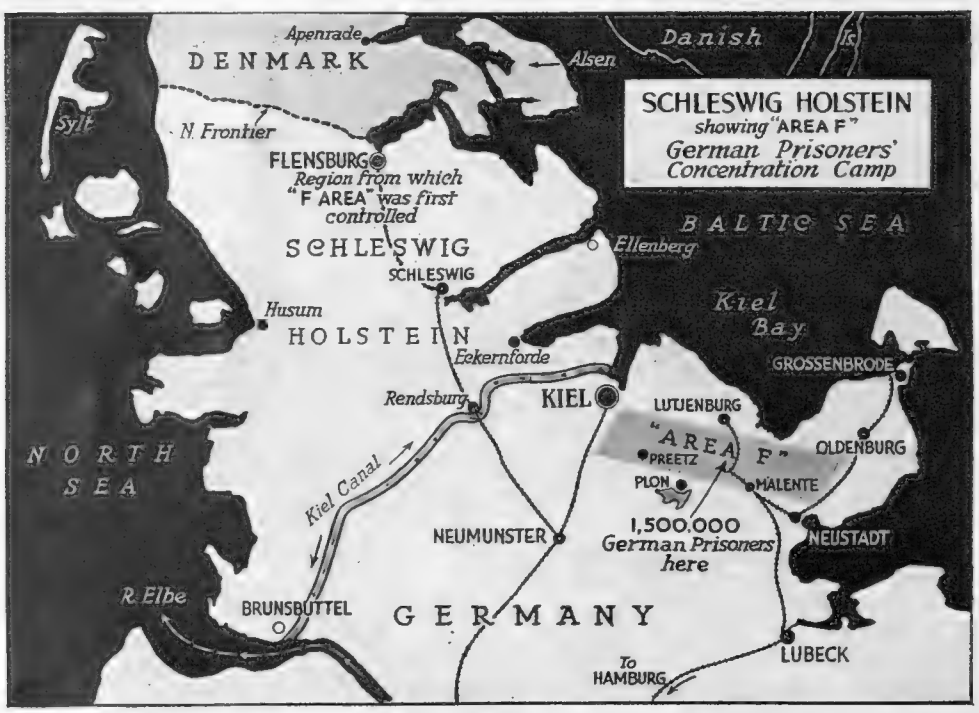
Special *Sphere* Diagram-Drawings; with Recent Photographs from the Occupied Territory



THE "ZONING" OF AUSTRIA BY THE ALLIED POWERS: How the country and its capital will be divided into four sections for control by Britain, America, Russia and France—*Drawing by E. G. Lambert*

Austria, like Germany, is to be under Allied Military Government, the country being divided into four zones, to be directed by Russia, the U.S.A., Great Britain and France, with a Control Commission supervising the whole country, sitting in Vienna. The Russian Army occupied Vienna in the middle of April, but the war was not over in other parts of Austria until the general surrender on May 7. By this time the Americans had entered Austria from Bavaria, and the British from the south. The zones to be occupied by the Allies correspond generally to the territories seized by the various armies on their advance. Russia will control Eastern and Lower Austria with the area around the Burgenwald; the United States will occupy Upper Austria, including Salzburg, and Upper Tyrol; while the British will hold the southern provinces of Carinthia, Styria and Lower Tyrol.

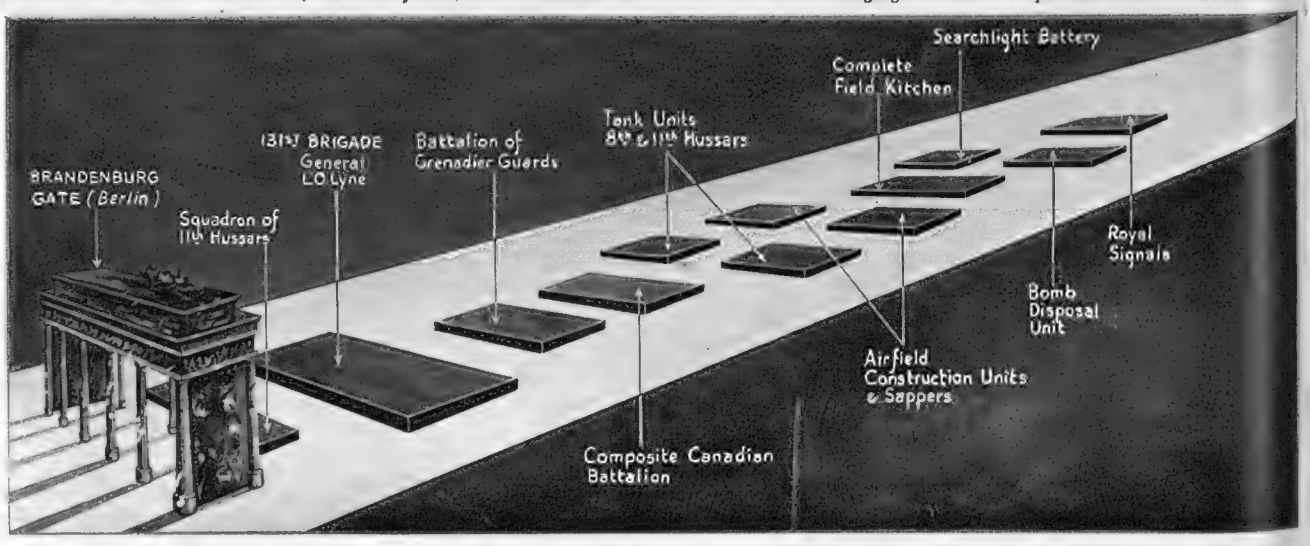
Although Austria is to be under general military control, her condition is not comparable to Germany, though she had become part of the Reich and was fighting against the Allies. It was realised that she was constrained against her will, and her independence was promised if she helped to throw off the Nazi yoke. The Soviet Government sent a message, as the Red Armies advanced towards Vienna, saying that the U.S.S.R. had no designs on Austrian territory, and did not seek to change the social order in Austria; they only asked for co-operation. They appealed to the Viennese to stay firmly in their city, to refuse to evacuate and not to allow the Germans to remove any machinery. Not being supported by the citizens the Germans were forced out of Vienna, which was spared the fate of Budapest. Everywhere the Austrians welcomed the Allies with friendly smiles, as liberators rather than conquerors. If the majority ever wished for the Anschluss with Hitler, they have long regretted it. As for the American and British Armies, they are revelling in the beauty of the country-side, the rich wooded hills, green meadows and delightful old villages.



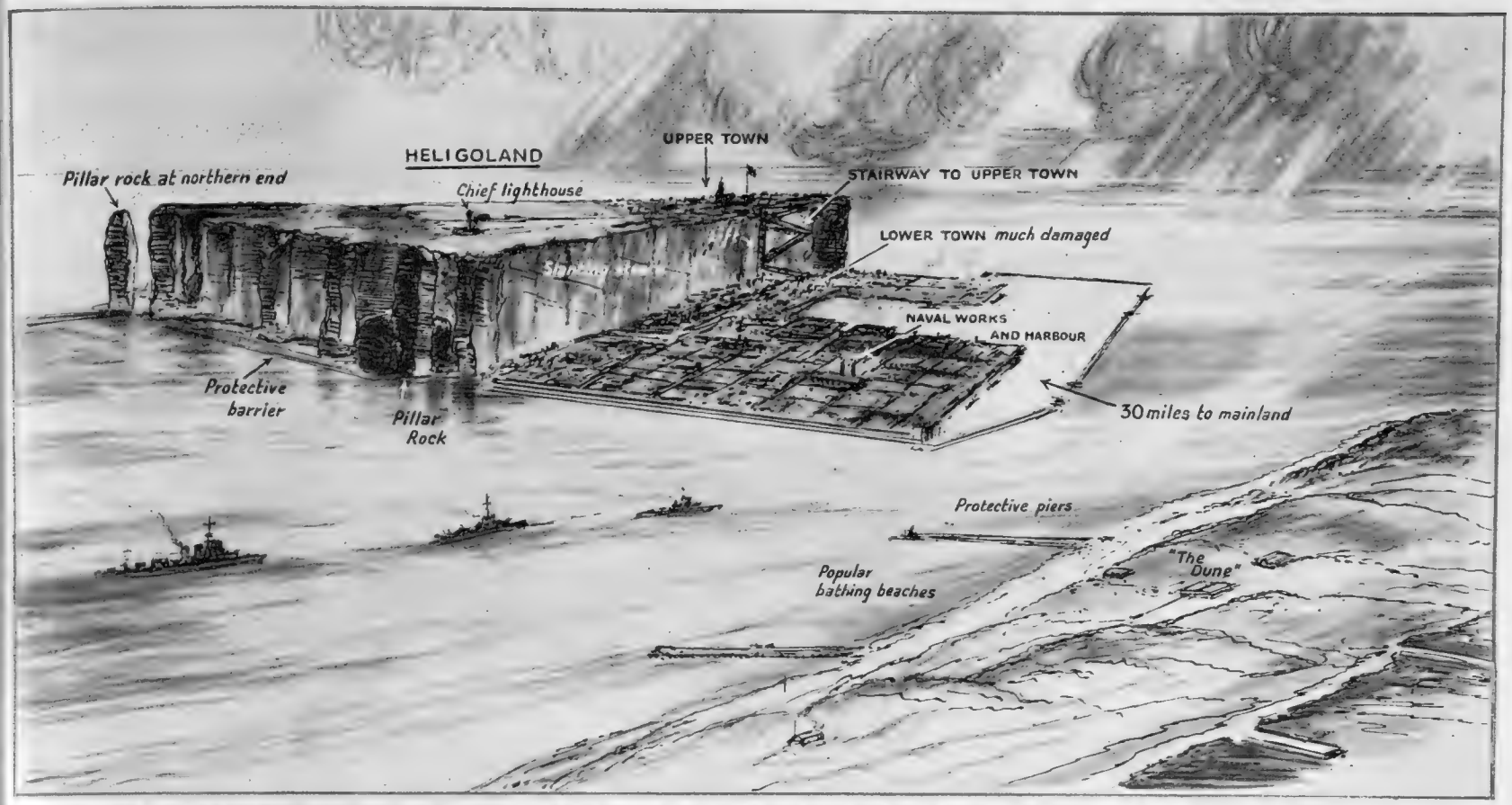
"AREA F" IN SCHLESWIG-HOLSTEIN, where 1,500,000 German prisoners of war were gathered for ultimate demobilisation at the rate of 12,000 a day

Altogether there are some 1,500,000 German prisoners in the British zone in Germany, and about 12,000 are being demobilised every day. "Area F" covers 750 miles of country in Schleswig-Holstein, between Kiel and Neustadt. Here nearly 600,000 German soldiers are living. They are being disbanded by the Germans themselves at the rate of 500 a day, and the only British soldiers on the spot are 250 officers and clerks at the demobilisation centre.

THE GERMANS ARE STRIPPED OF THEIR LOOT BEFORE REPATRIATION: British troops examining some of the material at the Allied Recovery Centre at Den Helder, in Holland. A minor mystery of the war—why most German prisoners carried bulky luggage—has been solved. Valises, suit-cases, portmanteaux and heavy trunks were crammed with loot from occupied Europe. To-day, in Holland, vast quantities of portable booty are being recovered from the Nazis before the men are repatriated. Typewriters, radios, watches, clocks, silver cutlery, jewellery and rare wines are among the favourite items of loot. In addition, thousands of vehicles have disgorged millions of pounds' worth of merchandise



On right—**THE ALLIED ENTRY INTO BERLIN: a diagrammatic representation of the composition of the British columns.** A squadron of the 11th Hussars (Tobruk, Tripoli, France and Germany) leads: then come the 131st Brigade; Grenadier Guards; a Canadian battalion; tank units of the 8th and 11th Hussars; and other British troops, as shown here. All passed through the Brandenburg Gate

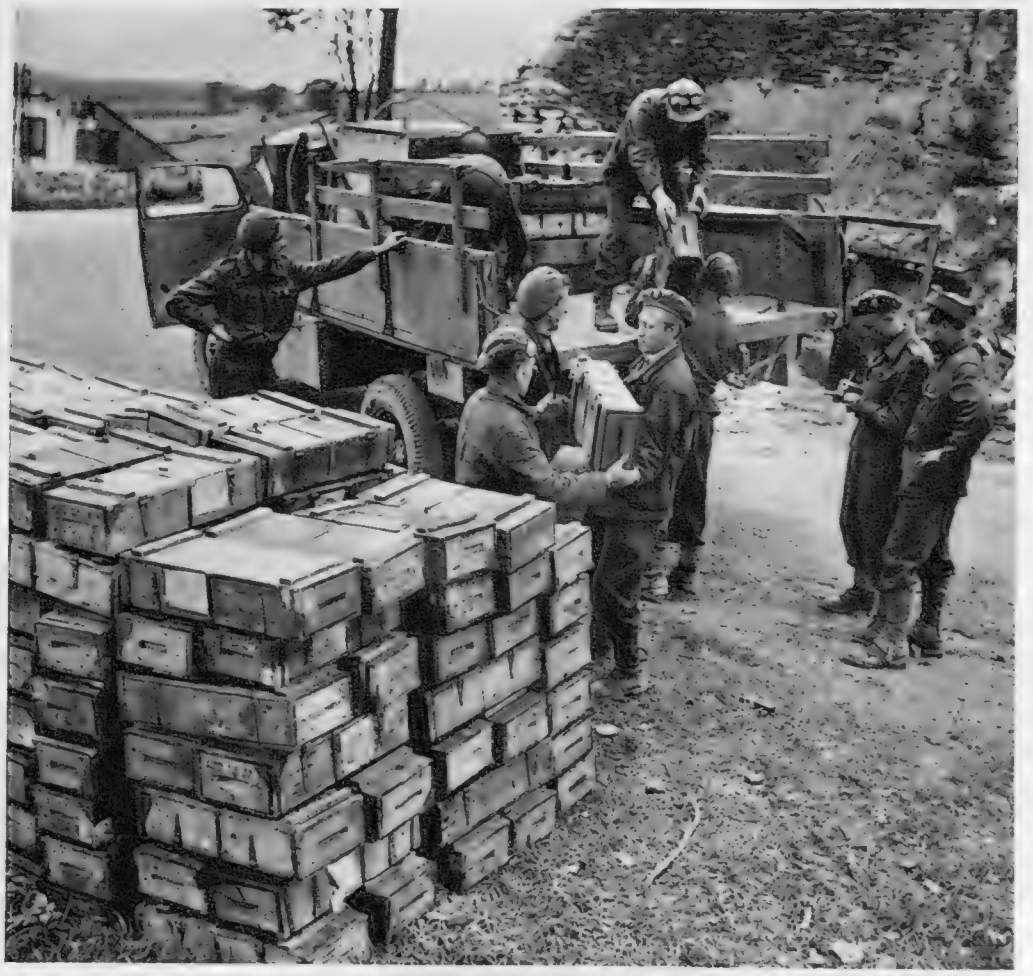


THE BRITISH FLAG AGAIN FLIES OVER HELIGOLAND, THE FORMER GERMAN "GIBRALTAR" IN THE NORTH SEA: The great rock fortress, its Lower Town (much damaged by Allied bombing) and the "Dune"—all of which lie 30 miles from the European mainland—*Drawing by Percy Home*

After the surrender of Germany to the Allied Powers, the island of Heligoland, with its naval harbour and U-boat base, was taken over by the Royal Navy, Rear-Admiral Muirhead-Gould hoisting the white ensign with due ceremony. The fortifications and much of the town and port installations had been badly damaged by R.A.F. bombers. The island lies some 30 miles from the European mainland at the mouth of the Elbe. It consists of a small mass of rock rising to a height of 175 ft. The strata slope at a steep angle, the lines of deposit being clearly visible on the cliff faces. There is an Upper Town and a Lower Town, connected by a stairway and lift at the south-east corner. The Lower Town and harbour and dock buildings are sheltered from north-westerly storms by the general mass of the island and the pinnacles of detached rock which form a distinctive feature of the view. A protective work, guarding cliffs from the erosive action of the sea, starts at the harbour wall and runs round the western and northern sides of the island. Close to the main island is a stretch of sand dune, the main portion of which is always above high-water. The island was British from 1807 to 1890

THE STAIRWAY ON HELIGOLAND WHICH CONNECTS THE UPPER AND LOWER TOWNS. The lift, used for the same purpose, was destroyed during the bombing of the island: it runs up the centre of the above picture

THE NURSES WHO HAVE GONE TO BERLIN WITH THE BRITISH TROOPS: A picture taken at Braunschweig, where the Sisters awaited the call to Berlin. All have served since a few days after D-Day, and all have been working in Belsen Camp. From left to right, they are—Marjorie Burrell, London; Edith Johnson, New Eltham; Anne Maloney, Birmingham; Elsie Crawford, Glasgow; Florence Thompson, Preston; and Jane Calvert, Streatham



CLEARING UP THE DEBRIS OF WAR IN BELGIUM: A supply of 182 boxes of white phosphorus mortar-shells is transferred from a backwoods road to an important junction where it can easily be recovered by American Army salvage units

Belgian Army bomb-disposal units, consisting of two battalions of 1,000 men each, are now going about the dangerous task of disposing of munitions and explosives left in the wake of war, mostly by the Germans in the "Battle of the Bulge" area and on the Belgian beaches. Artillery shells, grenades, mines, small arms ammunition, rockets and all types of explosives are being rendered harmless or salvaged for future use by the disposal units, which have been in operation since April 1, 1945. One of these battalions is clearing the Ardennes area and the other the beaches at Ostend, Dixmude, Nieuport and Blankenberghe, to ensure the safety of persons in these danger areas. They were trained in Alsemberg, near Brussels, by Allied instructors in a fifteen-day course. The work is dangerous and, in the two battalions, fifteen men have been killed and fifteen wounded.

GRAVE AND GAY IN EUROPE TO-DAY

Scenes which Our Occupation Troops are Witnessing on the Continent

THE STRANGEST QUEUE IN THE WORLD—IN HERFORD, IN GERMANY: Here the girls of the A.T.S. can only walk about after dark accompanied by armed British soldiers

A.T.S. GIRLS IN HAMBURG entering the Army's "Victory Canteen" during a tour of the city: A party of A.T.S. girls, trained for N.A.A.F.I. work, have arrived in Hamburg to staff the new clubs that are being opened in the town for officers, warrant officers, sergeants and other ranks. This picture was taken when a photographer accompanied three of the girls on their first sight-seeing tour of Hamburg

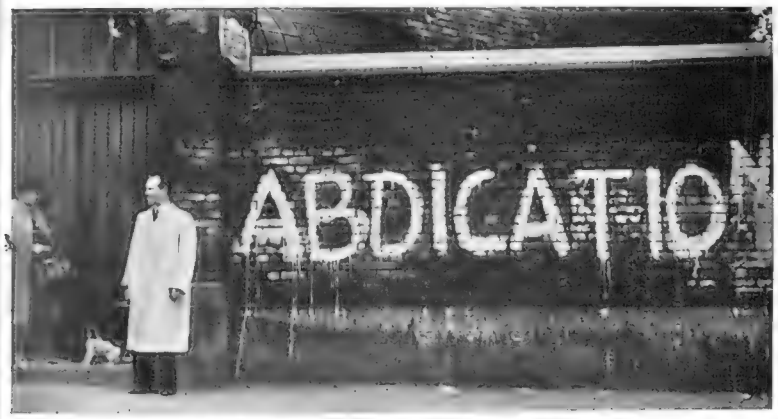
A.T.S. GIRLS STATIONED NEAR THE CITY come into Hamburg on most evenings for a dance at one of the new Service Clubs opened for the B.L.A.

Gazing out hopefully from behind barbed wire are English A.T.S. girls queueing to go out with soldiers. It is a grim, practical and embarrassing business for them. They are not allowed beyond the barbed wire of their camp without armed escort. Sentries stand guard at the wire to make certain nobody tries it—and assist the girls in finding a partner for the evening. Here two soldiers are just arriving to take some of the girls out for an evening walk

BY THE SEA AT BLANKENBERGHE: Girls working for N.A.A.F.I. at the pre-war holiday resort, go paddling at the club now operating in the famous Casino. Two of them are here accompanied by a Canadian soldier and a little Belgian girl

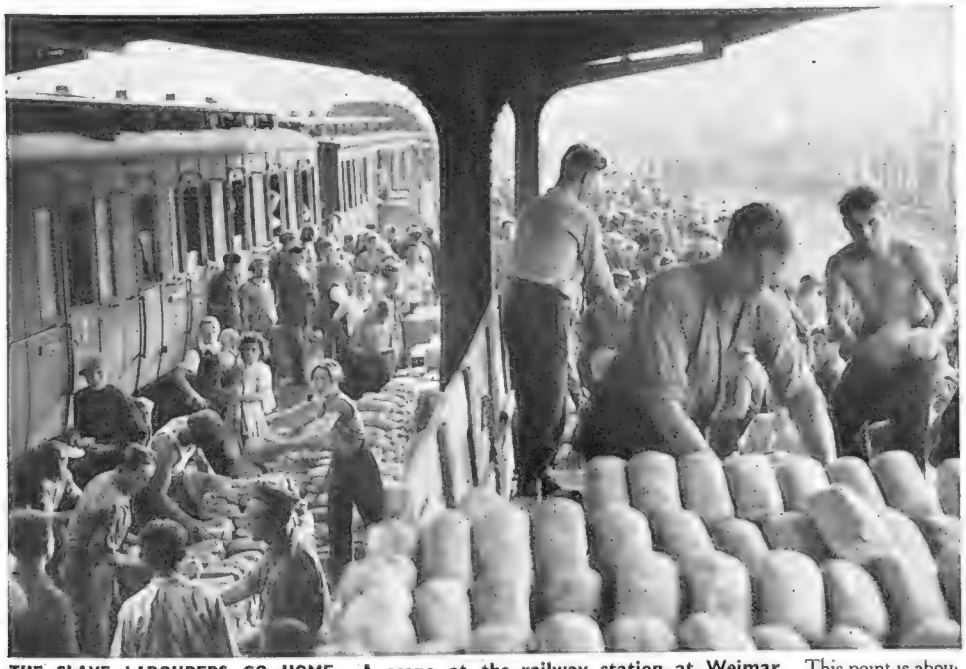
THE BLACK MARKET IN BRUSSELS—"RADISH STREET," where anything may be bought openly, provided you have the money for it: There is a street in Brussels called "Rue du Radis," or Radish Street, that is famous for its Black Market activities. Here you can buy almost anything, from any brand of American cigarettes to a jeep! The vendors stand along the sides of the kerb and offer some visual wares, and ask you what you desire, as they can get it for you. Cigarettes cost 40 francs, or about 90 cents a packet; chewing gum 25 francs a packet, or about 4s. 6d. There are all kinds of canned meat on sale, most of them from American and British rations

TRANSPORT FOR THE DISTRIBUTION OF COAL FROM THE RUHR IS HELD UP: Adequate supplies of coal mean life or death to millions of Europeans; the coal is there, but the great problem is transport. All along the rivers of Germany lie the barges scuttled by the Nazis before the surrender; until they can be raised and made good again it is probable that considerable difficulties will be experienced in distributing this valuable commodity just where it is needed. These barges are of a special type, with a great carrying capacity and with a long radius of action for use on the many rivers and canals with which the Reich abounds



THE GREAT QUESTION IN BELGIUM—the abdication of King Leopold: The constitutional crisis in Belgium has roused supporters and opponents of King Leopold to express their opinions in shop-windows and on street hoardings. Latest reports indicate that the King will "resign"—a word chosen by his advisers in preference to "abdicate." Signs like this are now to be seen at many points throughout the capital

PRISONER-OF-WAR TRAINS COLLIDE NEAR COBLENTZ: Two trains which had just unloaded released P.O.W.s and displaced persons collided at Andernach, the German town on the Rhine just north of Coblentz. The first train was stopped after taking a curve, and the train following, on rounding the same bend, crashed into it. To clear the track, a large crane was employed to lower the wreckage of the derailed box-cars 20 ft. below to the road. Bulldozers then pushed the wreckage to the roadside.



THE SLAVE LABOURERS GO HOME: A scene at the railway station at Weimar. This point is about as far east in Germany as there are railroads in operation. It is the place where the greatest bulk of the "displaced persons" are put aboard trains for their various destinations. The infamous concentration camp at Buchenwald has now been cleaned up enough to be used as a collecting-point. Most of those seen here are Poles, who choose, not to go to Poland, but to travel west, where the majority of them will take up farming in Bavaria. This photograph was taken at Weimar in the evening. The Poles have begun to unload bread from the truck on to blankets spread on the platform It is noticeable that no one ever tried to take anything till it was given to him

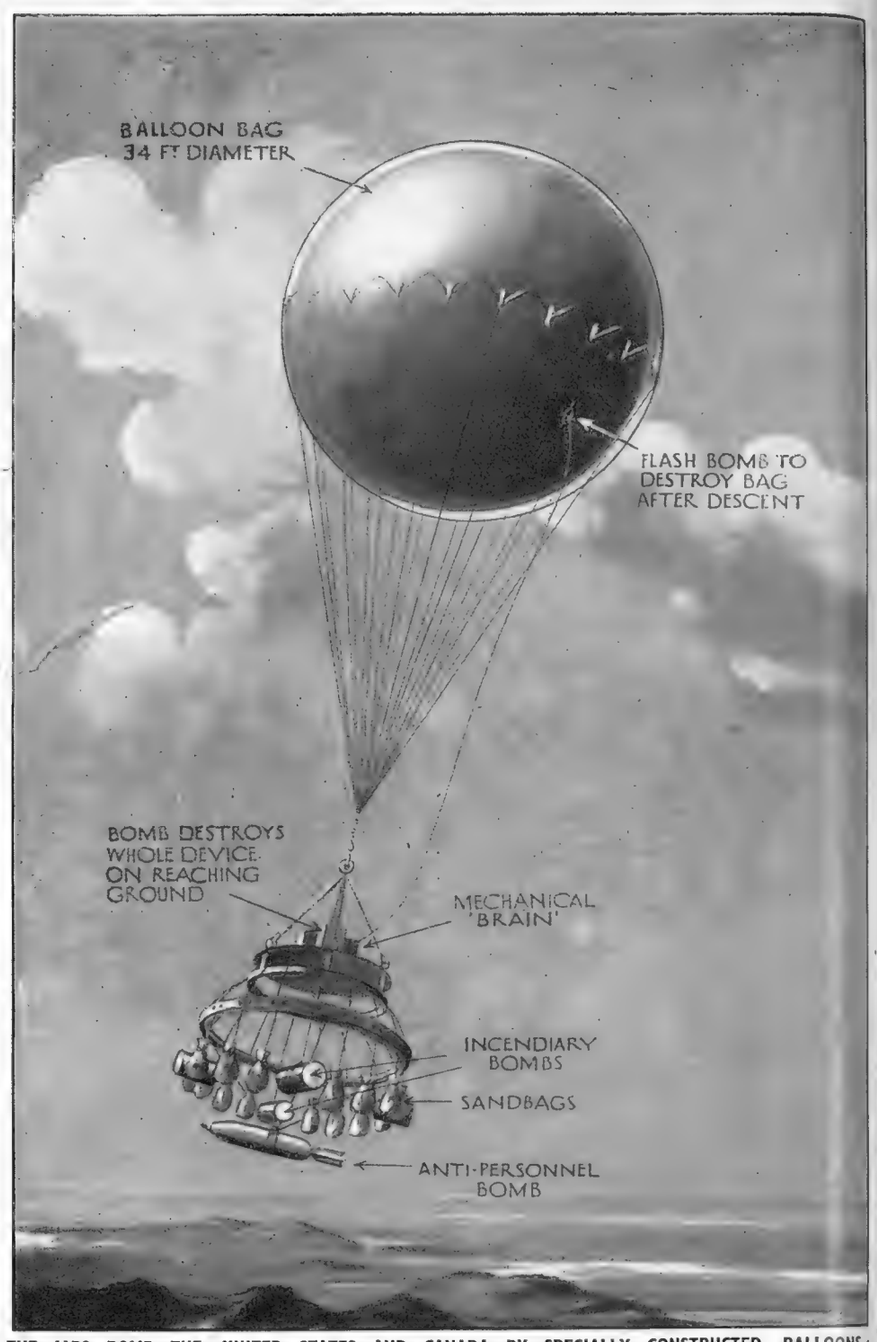
TRANSPORT COMMAND OF THE R.A.F. FLY RUSSIANS BACK: Dakotas are busily engaged in flying thousands of Russians from Germany to a base at Luneburg, on their return from forced labour with the Germans. After landing they are taken back to Russian territory. There was a fairly large percentage of women in the first batch. Here Flight Lieut. W Williams tries to take the hand of a very independent little Russian boy

DEVELOPMENTS in FLYING TECHNIQUE

—With "Sphere" Drawings of Recent News of the War by Air in the Pacific Theatre

THE FRANKS FLYING SUIT, OR "CHARLIE McCARTHY," worn by fighter-pilots to prevent "black-outs": The many thousands of these special suits were entirely produced at the two Dunlop factories in Manchester. They have enabled our fighter-pilots to go through manœuvres which no enemy plane would follow. They were first used at Oran and then during the Normandy invasion. By providing control of the blood pressure during very steep turns, they prevent a "black-out" or temporary unconsciousness produced by a sudden draining of the blood from the pilot's brain

TO PROTECT AN AIRMAN AFTER HIS DESCENT INTO THE SEA: This is an inflatable suit which covers all the body: it is light and waterproof and made from a very fine grade of rubberised fabric. It gives complete protection to an airman either on a raft or in the water. The suit weighs about 2½ lbs. and is blown up by the airman himself: it keeps him as warm as the clothes he has on. The underside is coloured to protect the wearer from sharks The suit has been produced by the Dunlop Company



THE JAPS BOMB THE UNITED STATES AND CANADA BY SPECIALLY CONSTRUCTED BALLOONS: These carry a mechanism which releases sandbags or gas as the bags lose or gain altitude, and which drops incendiary and anti-personnel bombs when the balloons reach the end of their predetermined flight—*Drawing by E. G. Lambert*

The material contained in this drawing has come from the West Coast of America, against which this Jap device has been launched. The bomb-carrying balloons are launched in the Japanese home islands—at least 4,000 miles away. They are controlled by an automatic ballast-dropping apparatus, as shown in the reconstruction-drawing given above. The pilotless balloons are made of five layers of oiled paper and are 34 ft. in diameter. When filled with hydrogen they rise to heights of between 25,000 to 35,000 ft., where they reach air currents which constantly travel from west to east. Each time they descend to 25,000 ft., from loss of gas, a barometric pressure switch automatically drops a sandbag, causing the balloon to rise again. A second automatic switch releases a bomb. The balloon then goes up again, then down, and another bomb is released, and so on as it travels across the country. The balloons travel between 120 and 125 miles an hour, taking from 80 to 120 hours to reach America

LIKE A MAN FROM MARS—the latest American stratosphere flying suit for high-altitude pilots of the future

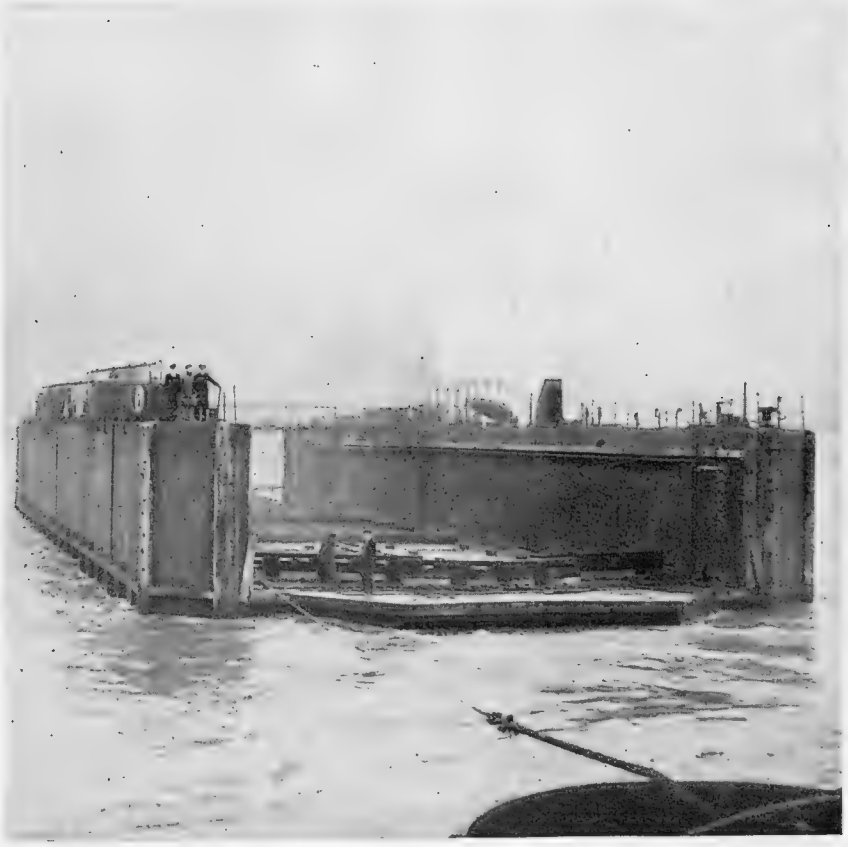
On left—This is a pressurised suit made of rubberised fabric. When worn during high-altitude flights, it surrounds the airman with an air pressure of 4 lbs., thus supplementing the lower air pressure at great heights. The transparent double headpiece is easily removable, and the ribbed arms and legs provide the airman with complete freedom of action. Oxygen, 'phone and earphone connections, and electricity for heating, are "piped" in through one main assembly

THE JAPS USED DUMMY PLANES ON OKINAWA ISLAND IN AN ATTEMPT TO DECEIVE THE AMERICAN PILOTS as to the real strength of their air resources : This was the scene as the Americans investigated the dummies at a captured airfield—*Drawing by Roland Davies*

When the American ground forces captured two airfields on Okinawa quite early in the invasion of that island, a number of dummy aircraft were found on the Katena airstrip. These had been quite crudely constructed—some out of wicker work, others out of old aeroplane parts. They had been held up by struts in the manner shown in our drawing, so that these would have been invisible even to a low-flying American observer. The idea was obviously to mislead reconnaissance aircraft as to the waning air strength of the Japanese—an indication that the enemy is aware of his own growing deficiencies in this vital respect, and of growing Allied superiority

THE LATEST TYPE OF HELICOPTER IS DEVELOPED IN THE UNITED STATES : The aircraft without wings which can "hover" and descend or rise vertically ; it is now in use throughout America for flights from and to confined spaces—*Drawing by Roland Davies*

During the past few months, the helicopter has taken part in a number of sensational rescues in various parts of American territory : this has once again drawn attention to the most revolutionary type of aircraft now in production. For some time, too, the U.S. Coast Guard have been making use of helicopters in their patrols around the American seaboard. The difference between the helicopter and the autogiro is that, in the latter, the blades above the aircraft are turned by the air, the plane being pulled forward by the propeller in its nose. The helicopter however, is lifted vertically from the ground by the blades ; these also propel it in any direction—forwards, backwards or sideways. The blades are rotated by an engine in the aircraft, which also rotates the small propellers at the rear end of the tail unit. This keeps the plane on its proper course, correcting the tendency to right or left movement. In its latest form, the helicopter can also "hover" : the landing or take-off space required is negligible. For this reason, it has been used in confined areas where a normal aircraft would prove quite unsuitable



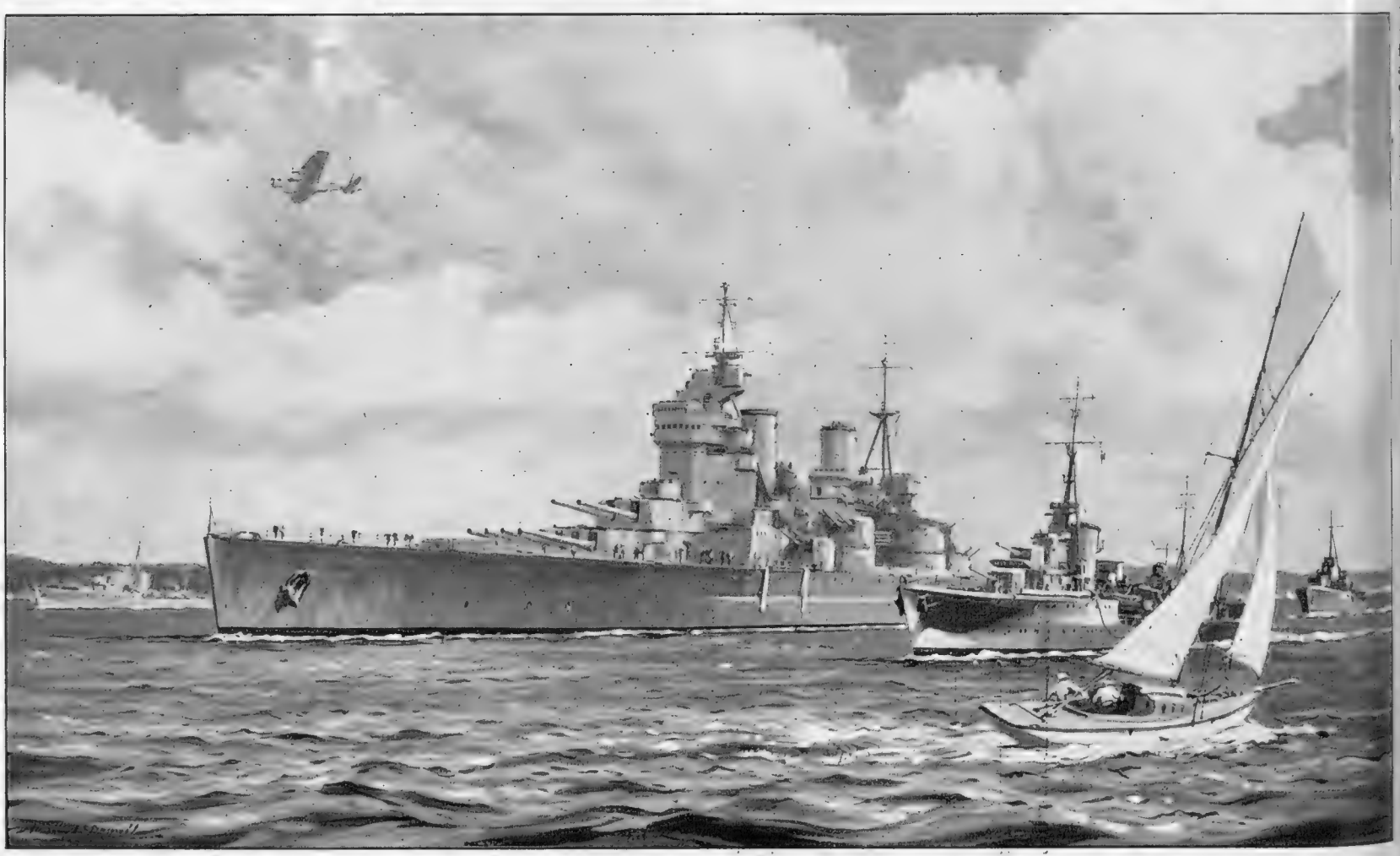
BOUND FOR THE FAR EAST: A big British floating-dock is towed out of Birkenhead at the start of her journey of many thousands of miles

"A.F.D. 67" is a huge concrete floating-dock which was built at Birkenhead within the short period of only three months. As soon as she was ready she set out on the first part of a long journey to the Far East, where she will serve with the British Navy now fighting the Japs. Although this journey began on March 28, the Admiralty picture given above was released but a few days ago. It shows the big concrete structure on her passage down the River Mersey after she had successfully negotiated the Alfred Lock

THE NAVY IN HOME WATERS AND IN THE FAR EAST

Two Special Sphere Drawings

BRITISH NAVAL AUTHORITY IS AGAIN ASSERTED IN THE CHANNEL ISLANDS WIT
French fishermen had made free with it during the



H.M.S. "HOWE" VISITS NEW ZEALAND: THE GREAT BATTLESHIP, WEARING THE FLAG OF ADMIRAL SIR BRUCE FRASER, ENTERS AUCKLAND HARBOUR escorted by the destroyers "Queenborough," "Quality" and "Quadrant." "Howe" is one of the most formidable fighting ships in the world. She is now in the Far East as one of the British leaders in the war against Japan—*Drawing by Wm. McDowell* (See *note at right*)

WITH THE HOISTING OF THE UNION JACK OVER THE FAMOUS MINQUIERS ROCKS. This barren spot is a valuable fishing-ground near the French mainland : the German occupation, but they have now had to give way to the islanders, the rightful owners—*Drawing by Montague Dawson*

For the first time since the occupation of the Channel Islands by the Germans in 1940, the Union Jack was hoisted a few days ago on the Minquiers rocks, which lie between Jersey and the French mainland, by a British Royal Marines detachment from the British force on Jersey. The Maitre Ile, where the flag was hoisted, is a barren and unimportant rock in itself, bearing scanty vegetation and a few fishermen's huts, mostly damaged or destroyed by the Germans, together with a storehouse which, in normal times, is serviced and stocked by H.M. Customs.

But the reef is an important fishing-ground to the Channel Islanders, who have always jealously guarded their rights ; in normal times it was the custom for the Bailiff and other members of the State of Jersey to make an annual trip to the reef to hoist the Union Jack and so maintain British sovereignty, which has occasionally been the subject of diplomatic exchanges between Britain and France.

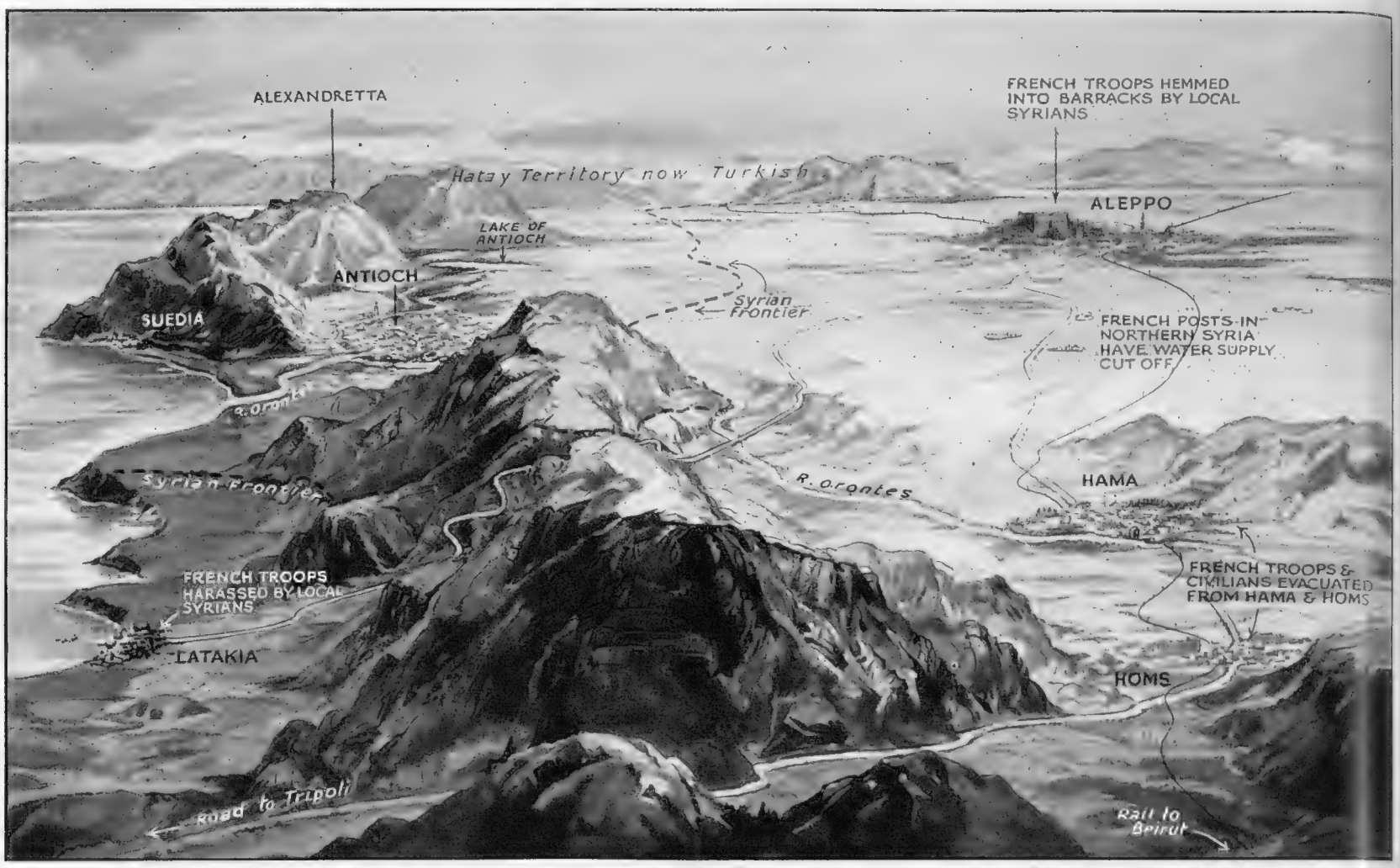
Two Royal Naval vessels made the trip from St. Helier, carrying, in addition to the Royal Marines party, the Channel Islands Force commander (Brigadier A. E. Snow), the Bailiff of Jersey, and the Attorney-General for Jersey. They found, on arrival, that French fishermen had been making free with the fishing-grounds during the German occupation of the Channel Isles, when no island fishermen were allowed out of harbour.

A few Frenchmen who were still living on Le Maitre Ile explained that they had been taken there by the Germans, but that on the general surrender they had compelled the Germans to sail over to Jersey and give themselves up.

FLYING FROM BRITISH CARRIERS IN THE PACIFIC AGAINST THE JAPS : A picture taken in May, when the Pacific Fleet took part in the operations against the Sakashima Islands in support of the American landing on Okinawa. The aircraft is an Avenger : it is circling the great 23,000-ton carrier "Indomitable" to land on after having participated in the successful attack

On left—

The Navy is never averse to visiting New Zealand. The magnificent climate the hospitality which is shown by the inhabitants, and the variety of sport offered (including first-class yachting and fishing) make New Zealand a place to be remembered by all who go there. H.M.S. *Howe* is one of the famous King George V. type of capital ship, and one of the most formidable fighting ships in the world. Her main armament consists of ten 14-in. guns, and in addition she carries sixteen 5·25-in., six multiple pom-poms and numerous smaller anti-aircraft guns. She has a displacement of 35,000 tons and a speed of 30 knots. *Queenborough*, *Quality* and *Quadrant*, here seen escorting this great battleship, are recently-built destroyers of a modified Javelin class ; they have a main armament of four 4·7-in. guns. H.M.S. *Howe* is named after the great Lord Howe, who for several vital years commanded the Channel Fleet. He it was who defeated—certainly very badly mauled—the French Revolutionary fleet off Ushant on the "Famous 1st of June." It was his ships which finally released Gibraltar, when the Rock had endured a long siege against the enemy's forces by land and sea



THE NORTHERN SYRIA AREA WHERE RELATIONS BETWEEN FRENCH AND SYRIANS HAVE BECOME VERY STRAINED following on the earlier disorders in Damascus and the Lebanon. The method of the Syrians has been to cut off the supplies to the isolated garrisons in this area and then to attack—*Drawing by E. G. Lambert*

After the cessation of fighting in Damascus, comparative quiet settled down on the Southern Lebanese area. The area of tension then passed to the north, around the famous city of Aleppo. The above view, taken from the south above Homs and Hama, shows this area, with the Turkish-Syrian frontier in the background. In and around Aleppo, still dominated by its ancient citadel, life has been very difficult for the French forces. Groups of local Syrians have hung round the barrack doors waiting for an opportunity to bait the French garrisons. Antioch, Aleppo's neighbour, it should be noted, lies in what is now Turkish territory. It will be recalled that a few years ago there was a rectification of territory here, the little frontier area of Hatag being ceded to Turkey amid much local demonstration. To the east, isolated French garrisons are having a very unhealthy time

TENSION in the LEVANT

A Review of the Recent Disorders and the Anti-French Attitude of the Syrians

— With Special Sphere Diagrams and Drawings

Several weeks have passed since the fighting in Damascus caused the British forces to intervene to restore order. As feelings remained high, it was found necessary to withdraw the French garrison from Damascus to the Mezze aerodrome, some miles away. French troops were also removed from Homs and Hama, and French civilians were evacuated to Beirut, in the Lebanon, which was generally quieter. Some French forces remained in Aleppo and other places, and it was not safe for them to walk out in the streets without British escort.

The British had a difficult task, as the Syrians were bitterly incensed against the French, and provoked many incidents. French officers who refused British escort were murdered when visiting some of their troops. Angry mobs hung threateningly around French barracks, cut off the water supplies, and prevented any fresh food, fruit or vegetables reaching the soldiers confined within the walls of their barracks.

Some isolated military posts along the Turkish desert frontier were attacked by a horde of mounted Arabs and were only rescued in time by a British armoured column. This column had had to make a long detour to cross the Euphrates at Rakka, where there was the only bridge. All these posts are now evacuated and the frontier unguarded

The French remain deeply resentful of what they call British interference in a disturbance which they could easily have quelled. They declare that British agents stirred up the Syrians, in order to drive the French out of the Levant. No declarations that the British have no desire to supplant the French—that their only desire was the maintenance of order—have any effect. General de Gaulle has said that he wants no more dictation and that France cannot yield on matters touching her rights and interests. He has received some criticism in France, where the Assembly has strongly urged a treaty with Britain without whom there is no future for France. De Gaulle will not come to London for consultation and blames the British for all the trouble, refusing to consider that the loss of French prestige has been a great cause.

One of the complaints is that the British have taken control of the Radio Levant, hitherto under the French, and the distribution of corn, formerly run by both Allies, is now made solely by the British. Unless corn is collected and distributed under the Government, there is much hoarding and the towns suffer. The Syrians and Lebanese insist that all the French must go, military and civilians, and if they make any treaty it will be after they are enjoying full independence. They admit their need of foreign help, but deny any special right of France. They no longer want the French schools, where they say that only French is taught, and they would prefer to learn their own history rather than the history of Joan of Arc and Napoleon. There seems little prospect of any French treaty being acceptable, and the position remains very unsettled

THE INTERMINABLE—AND OFTEN HEATED—POLITICAL DISCUSSIONS THROUGHOUT SYRIA: Discussing the situation in the shadow of ancient Baalbek, where East meets West—*Drawing by Edward Osmond*

In Syria, political feelings run high, and the expression of them is vehement in the extreme. The town-and-city-dwelling Syrian shares this tendency with many another Mediterranean people. In the case of the Syrian, too, his naturally quick sensibilities may be fomented by untrammelled pens! Then trouble may arise and the partisans of opposing opinion had better keep each to their own side of the street! *The Sphere*'s artist shows a scene within the shadow of the mighty columns of Baalbek. These great temples of the Sun and Bacchus lie on the very edge of the western inhabited strip of Syria. To the east, the Syrian "mandatory" area stretched out to beyond the Euphrates across leagues of desert. The Arab on the left has come in from this area and is audience to the vociferous argument of the two town-bred types—wearing the inevitable Syrian fez. All three are in the garden of a café, for close to the great ruins lies the little town of Baalbek with its varied amenities. These gardens are usually quite untended—they contain silver-stemmed poplars, plum-trees and rose-bushes growing in untrimmed profusion

The PIPE LINES through SYRIA

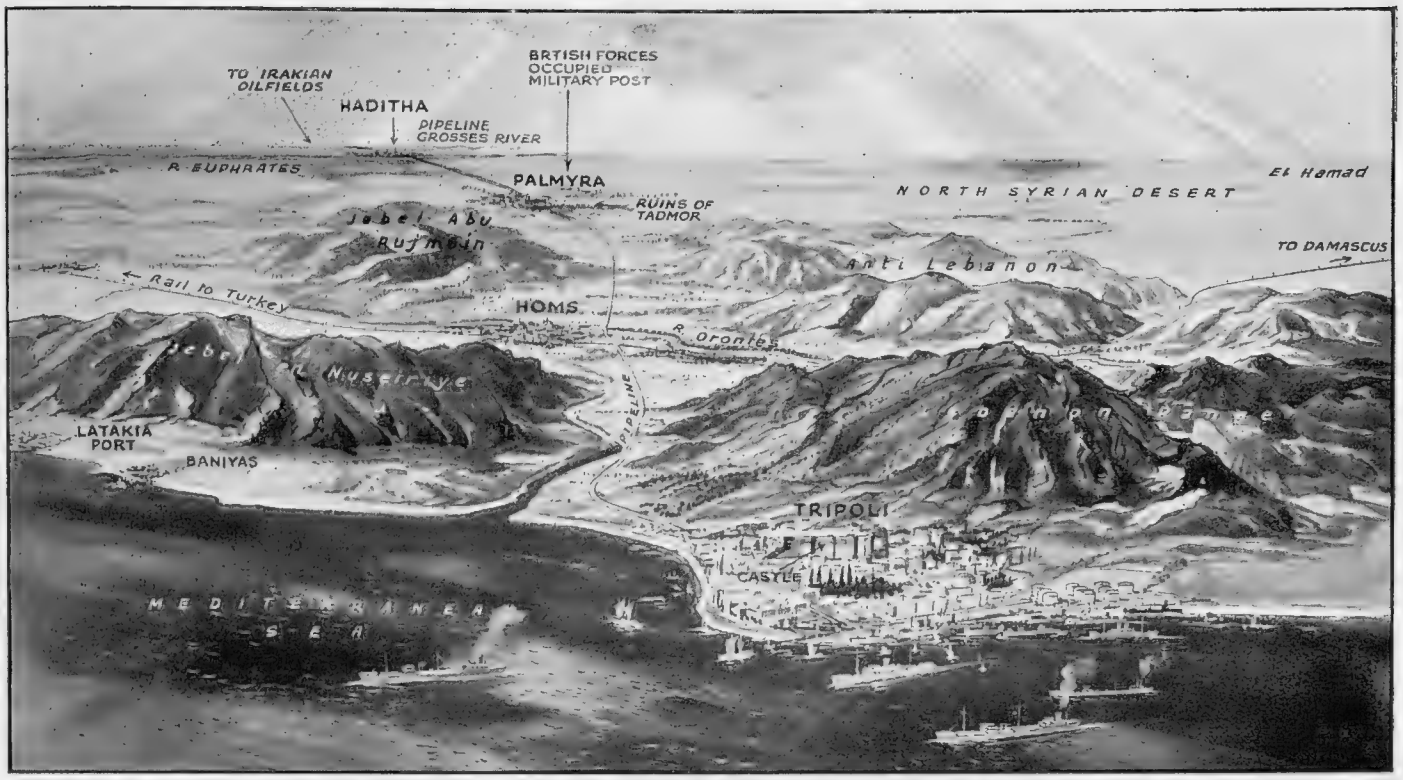
Where Vital Allied Interests have been Established

The situation in Syria has remained so tense that great watchfulness and tact has been called for on the part of all the authorities concerned. The area is one in which political and religious opinion is apt to run high. Certain material factors also make it an area of vital interest to several nations.

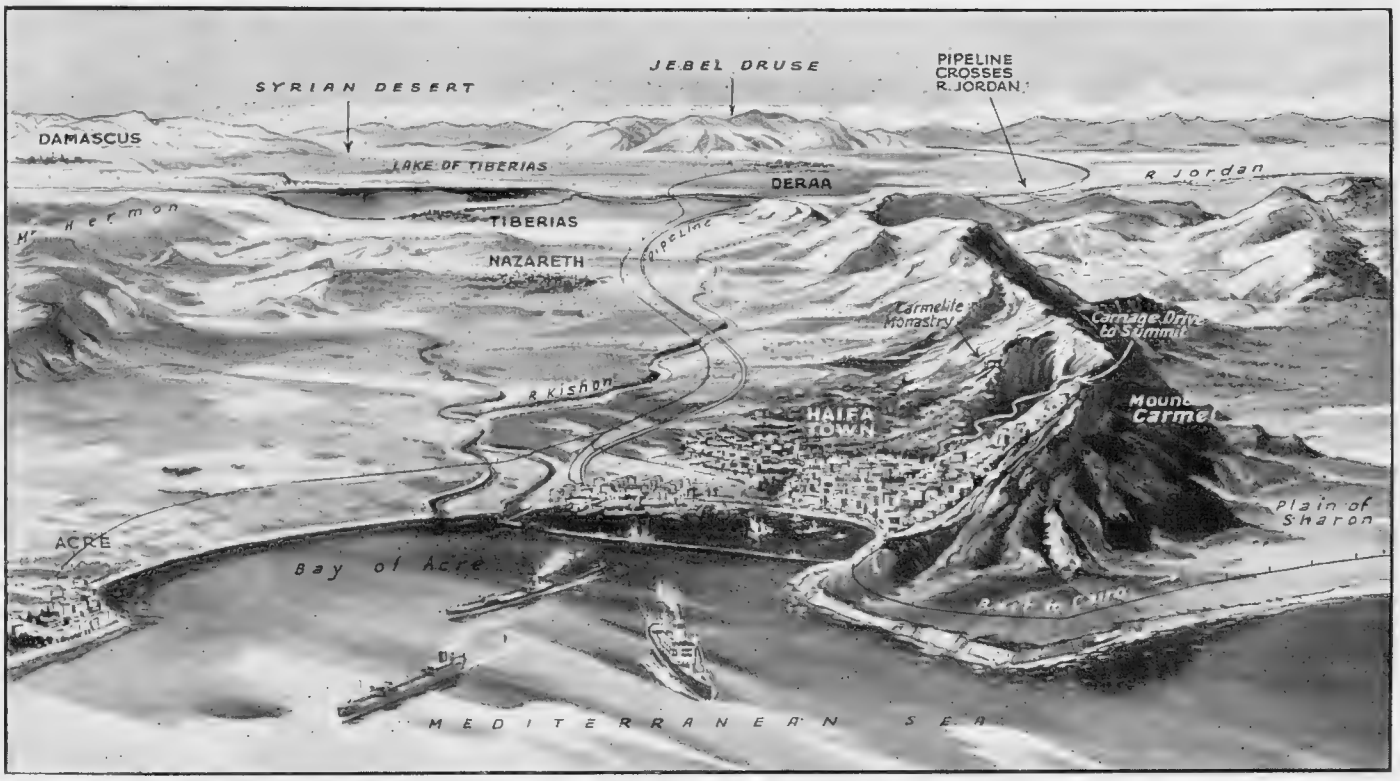
Among these factors is the presence of the great pipe-line of the Mosul oil-fields. This extends for 1,150 miles from Kirkuk, in Iraq, to two Mediterranean oil ports. It was opened by King Ghazi of Iraq in January 1935, sixteen nations, including Great Britain, having taken part in the work of constructing the pipe-line.

Two lines of piping run straight from Kirkuk, the oil-well district, to Haditha, crossing the Tigris and Euphrates on their way. From that point the lines diverge, one going almost due west through Syria to Tripoli port. The other goes south-west through the Syrian desert, Transjordani and Palestine to Haifa port.

The various holdings of the big oil groups having interests in the Iraq oil supply have included those of the Iraq Petroleum Company, the Dutch Shell Group and the Anglo-Iranian Company, which is concerned with the big Persian oil-fields which lie far to the south, and have their outlet through the Persian Gulf



THE NORTHERN PIPE-LINE WHICH RUNS FROM HADITHA THROUGH PALMYRA TO THE MEDITERRANEAN PORT OF TRIPOLI: British forces occupy the ancient town of Palmyra and have sought to keep the area free from trouble—*Drawing by E. G. Lambert*



THE SECOND PIPE-LINE—TO HAIFA, IN THE PALESTINE MANDATORY AREA: Both lines bring oil from the Euphrates area of Iraq. Haifa lies under the shadow of Mount Carmel (shown on the right)—*Drawing by E. G. Lambert*

AFTER THE RIOTING IN DAMASCUS: a scene inside the hall of Parliament House. The Speaker's desk is shown, and also the wrecked benches of the deputies. The Syrian Parliament House suffered considerable damage during the bombardment of Damascus by the French on May 29-30. There were also many casualties and much destruction in the centre of the city. The French blasted their way into Parliament House after blowing up the front gate

The badly-damaged structure of the minaret of the Mawlawi Mosque—the Mosque of the Dancing Dervishes: The beautiful cornices and balconies were destroyed by French shells and machine-gun fire: its glittering steel dome crashed down from a height of 150 ft.

INSIDE THE WRECKED OFFICE OF THE SECRETARIAT AT DAMASCUS: This view shows the back lobby and the Chairman's private stairs into the Main Hall

THE SNOW-COVERED MOUNTAINS OF THE WEST GREENLAND COAST : The deep snowfields are broken by masses of rock which show up their strata formation with great distinctness

THE FLIGHT OVER THE NORTH POLE

Some of the Pictures Brought Back by the R.A.F. Lancaster "Aries" on Her Return from the Magnetic North

—Air Ministry Official Photographs

The crew of the R.A.F. research plane *Aries* has discovered a 100-year-old error in the position of the North Magnetic Pole. She arrived at the Empire Air Navigation School at Shawbury, near Shrewsbury, on May 26 after a 17,720-miles trans-polar flight. Scientists have been examining the log-books, charts and other data concerning the discovery that the Pole is 200 to 300 miles away from where it was determined by J. C. Ross on June 1, 1831, on the Boothia Peninsula, the most northerly Canadian mainland territory.

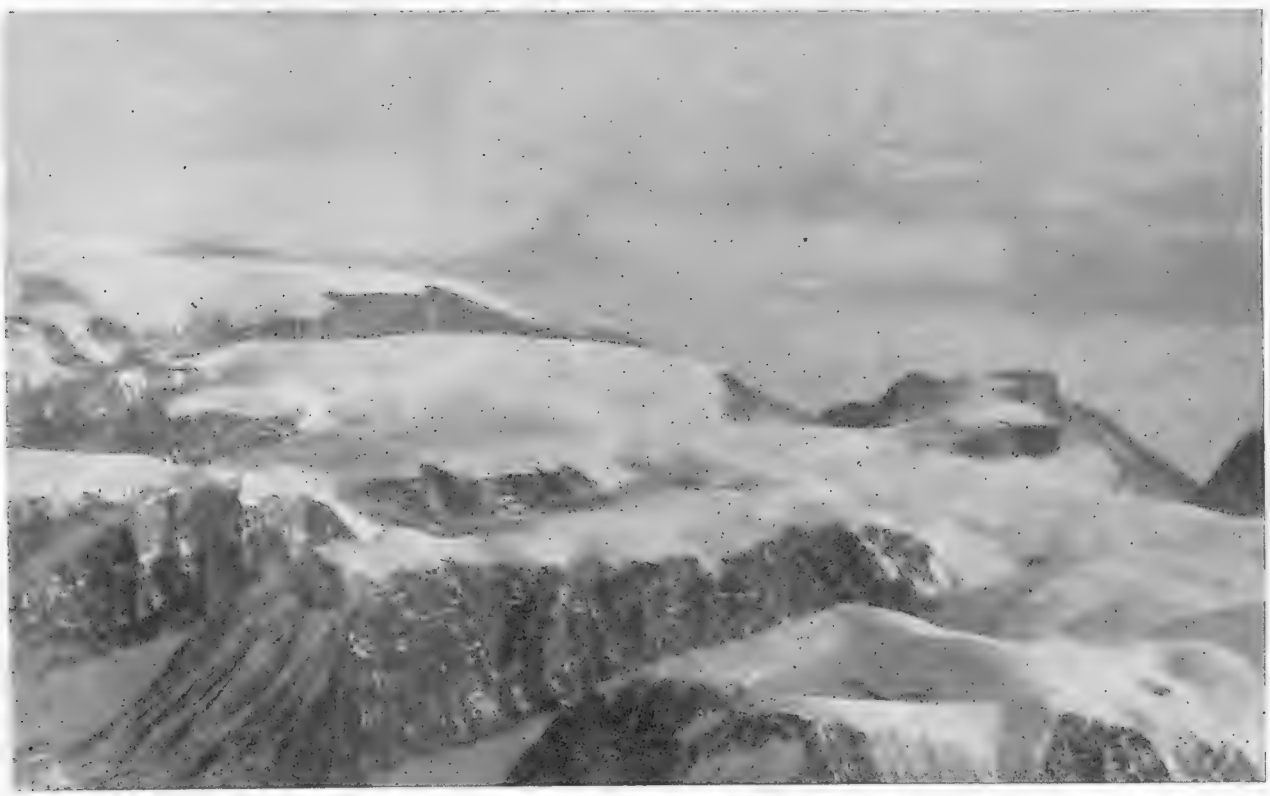
The *Aries* set out on May 10, captained by Wing Commander D. C. McKinley, D.F.C. They were then told that the Astronomer Royal had deduced that the Magnetic Pole, which moves in a circuit over about 5,000 years, was now probably located 200 to 400 miles from Boothia. The *Aries* passed over this area on May 25. It was then on its last lap of 4,170 miles from White Horse Yukon, to its base at Shawbury.

Her instruments fixed the site of the Pole in the Sverdrup Islands, well within 100 miles of the area calculated by the Astronomer Royal. It lies 1,500 miles from the North Geographic Pole.

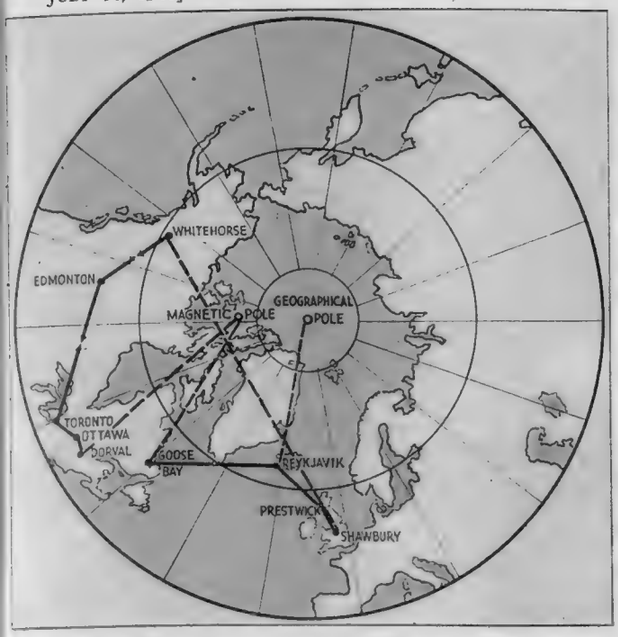
Wing-Commander D. C. McKinley, captain of the *Aries*, who was in charge of the expedition, affirms that polar flying is not so hazardous as has been generally supposed. Since leaving Shawbury on May 10 the aircraft travelled 17,720 miles—from Iceland over the geographical North Pole; and from the Empire's most westerly airport at White Horse back to base. The homeward journey, undertaken in continuous daylight, took just under 18½ hours.

Wing-Commander McKinley said that the instruments registered a "dip" of just over 89 deg., which meant theoretically that they "were practically there." Though weather conditions over the geographical Pole were unstable at the height flown the compasses acted normally, but over the Magnetic Pole, where the weather was more favourable, they "went haywire." This lasted for about an hour. Navigators had to use special directional equipment to take readings from the sun.

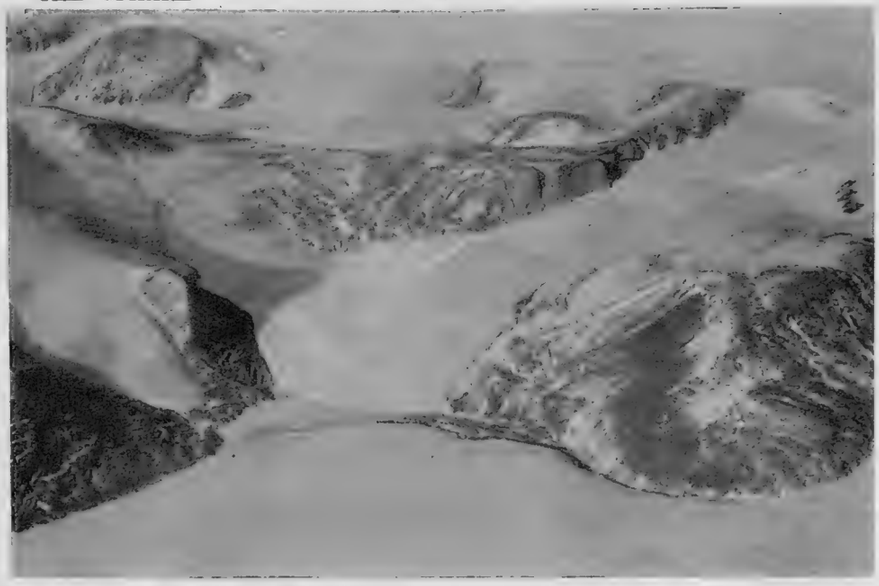
Apart from the intense cold, especially in the rear of the aircraft, the crew suffered little discomfort. Their diet consisted mainly of spam and tomato sandwiches, oranges, fruit-juice, barley sugar and sweet



PACK-ICE OFF THE COAST IN THE VERY FAR NORTH, with great formations of snow-covered rock on the land : A perpetual mist seems to hang forever over these lonely Arctic wastes



THE CHART OF THE POLAR RESEARCH FLIGHT made by the Lancaster "Aries" to determine the position of the North Magnetic Pole. The aircraft was piloted by Wing-Commander D. C. McKinley, D.F.C., A.F.C., of the Empire Air Navigation School



A GREAT ICE-CAP SURFACE IN THE ARCTIC: The huge glacier is moving slowly down to the sea between two great masses of rock. Long shadows are being cast by the sun which, in May, was already beginning to gain power in Far North latitudes

THE TROLD FIORD, ON ELLESMERE ISLAND, as seen by the crew of the "Aries." This large island is separated from Greenland by a series of channels. It is a desolate tract covered with ice and snow, and is uninhabited owing to its barrenness and extreme cold. The island is covered with hummocky hills

PACK-ICE OFF THE WEST GREENLAND COAST: Some of the bergs are of considerable size; but already they are beginning to break up and drifting down to lower latitudes—to become a menace to shipping using the North Atlantic routes

THE INTERIOR OF THE LANCASTER DURING ITS FLIGHT OVER THE NORTH MAGNETIC POLE, showing some of the crew of eleven. The "Aries" left Shawbury, near Shrewsbury, on May 10 and returned on May 26, after having covered a distance of 17,720 miles. All the crew were specialists

WING - COMMANDER D. C. McKINLEY, D.F.C., the commander of the expedition, during the flight

WING - COMMANDER H. H. WINFIELD, D.F.C., Medical Observer and assistant to the Senior Observer

FLIGHT-LIEUTENANT S. T. UNDERWOOD, Navigator, who continuously plotted the position of the aircraft

SQUADRON - LEADER A. J. HAGGER, who is on the staff of the Empire Air Navigation School at Shawbury

tea and coffee. For emergency use, special food, clothing and cooking equipment to maintain the party on the polar ice-cap for four weeks were carried. Each member of the crew was also provided with an Arctic survival kit, and for their common use there were such items as snowshoes, ice axes, snow shovels, rifles, Arctic fishing-tackle, and two portable radio transmitter receivers.

THE PORT OF VENICE REOPENS : It is now being used to supply our troops in Austria and also to bring in stores for the local Italians. This is a general view of the harbour with Allied ships discharging their cargoes

ACTIVITY IN THE DOCKS AT ANTWERP, where British and American ships are unloading foodstuffs for the liberated countries of Europe

After extensive sweeping of the main channels leading to the port of Venice, a large number of mines have been removed, making it possible to admit ships to the port. The opening of the port will ease the long supply line to our troops in Austria and also hasten supplies for local civilians. Although damaged by Allied bombing, there was no great difficulty in bringing the docks back into working order. In Antwerp, Allied soldiers parade the docks to see that none of the cargoes now being brought in gets into the Black Market. The picture above shows British ships unloading cases of tinned meat, dried eggs, etc. ; in another dock, American ships are unloading grain and flour, which are filled into sacks on the quayside and transported by train and barge into Holland

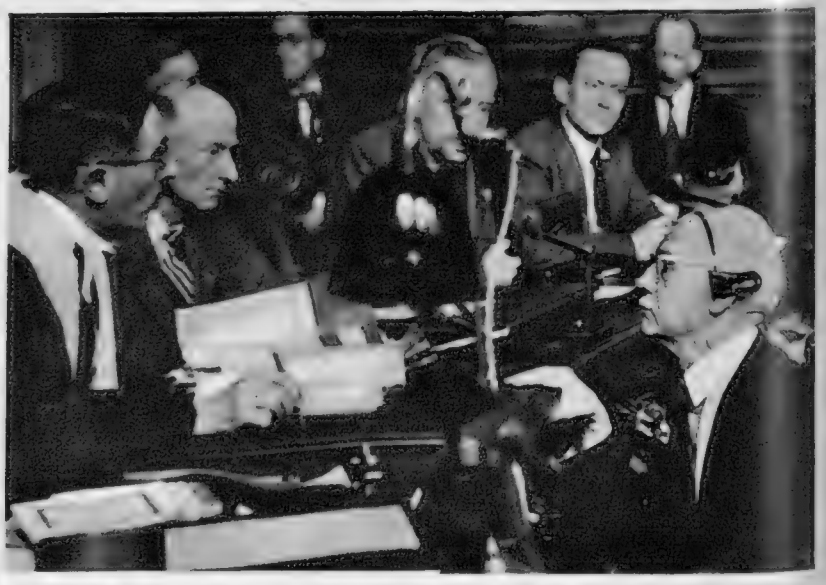
FOREIGN NEWS-ITEMS

From the Liberated and Occupied Countries of Europe

IN PARIS, QUEUEING BEFORE A LARGE STORE IN ONE OF THE BEST RESIDENTIAL QUARTERS OF THE FRENCH CAPITAL : Apparently there is plenty of fruit and vegetables in the city, but no meat. The Black Market flourishes in Paris

BUYING CABBAGES IN THE OPEN MARKET IN PARIS : These cost about 6d. per lb. at the official rate. France's food problem is still acute. Women have to stand in line for practically all commodities. Arrivals at the official markets are far scantier than before the war. At the moment, there are plentiful supplies of fruit and vegetables, but prices are on the average ten times higher than pre-war. When supplies are short, housewives are obliged to go to the Black Market. Incidentally, Black Market supplies are found in unorthodox places —meat at the hairdresser's, butter at the janitor's down the street, eggs at the hardware store ! Storekeepers are obliged to put price marks on their goods, but there is a good deal of under-the-counter selling with them

A COMMEMORATION STONE IS LAID IN GERMANY by Junior Commandant Mary Churchill : The daughter of the Prime Minister, now with the A.T.S. on the Continent, was present at the official ceremony of the laying of the commemoration-stone of the new recreation hall built at the barracks of H.M.S. *Royal Rupert* in Wilhelmshaven. Here she is seen placing the coins of the Realm along with the parchment, prior to burial beneath the foundation-stone



THE FRENCH MILLIONAIRE-SCIENTIST WHO COLLABORATED WITH THE GERMANS : Humble and frightened, the French millionaire-scientist, seventy-four-year-old Georges Claude, denies that he invented the V 1. He was tried for treason in the "purge court" of the Palais de Justice in Paris. The scientist is stone-deaf, and he wore a complicated electrical hearing device invented by himself. It consisted of two Heath Robinson heavy earpieces, joined by a metal band across his lined forehead. He was convicted and sent to prison for life. Here he is seen, on the right, pleading with the President of the Court, just before being sentenced

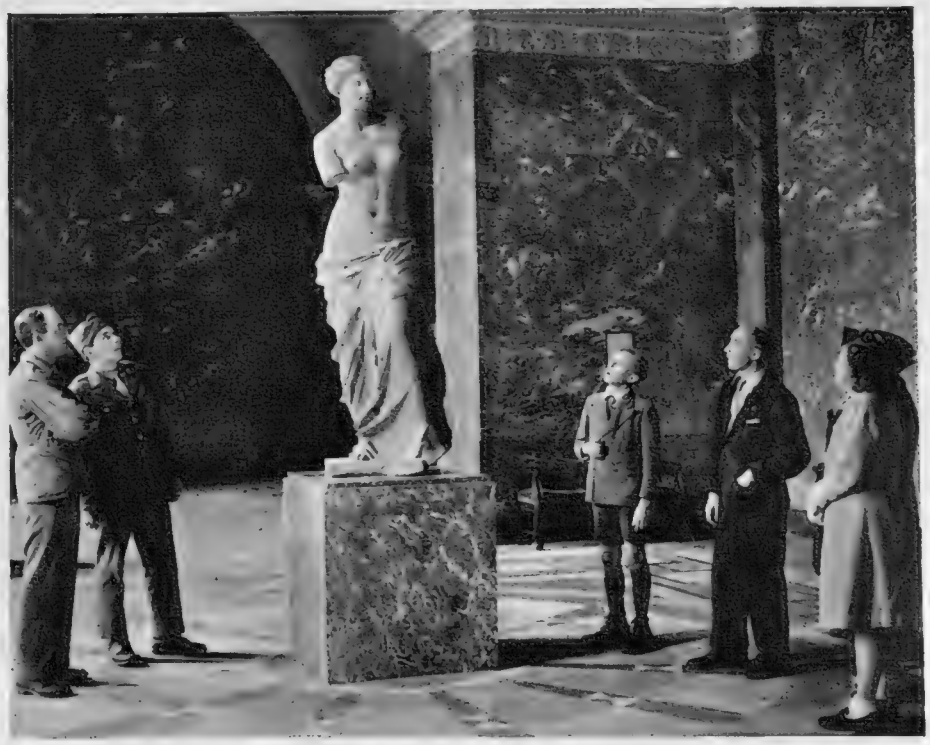
A SHORTAGE OF FUEL HOLDS UP THE NORWEGIAN FLEET at the peak season of the year : At this time of the year, when the best fishing banks in northern waters are covered by the "midnight sun," twenty-four hours a day of clear light normally brings every available fishing vessel out of harbour. But fuel shortage has immobilised many of the Norwegian craft over "boom time," and the opportunity of making record catches is being lost this year. This is the scene in Tromsoe Harbour, where many of the fishing craft are now idle

ANOTHER NAZI IS ARRESTED BY THE ALLIES IN LEIPZIG : Professor Otto Reche (seated) is here seen after his arrest by C.I.C. Authorities in Leipzig, Germany. Professor Reche was one of four men appointed by Hitler to determine who were Aryan and non-Aryan. He was also Director of The Institute of Racial Research of Leipzig University and Professor of Racial Theories. A few days before his arrest he was accepting money from people who bribed him to be declared Aryan. On the table are a few of the instruments he used to determine a person's racial status !

THE DISCOVERY OF A HOARD OF NAZI-LOOTED BOOKS : Officials of the British Museum registering the many packing-cases which line the cloisters of the Tazenburg Monastery near Klagenfurt

THE TAZENBURG MONASTERY AT KLAGENFURT, where the huge collection of books was discovered : What is really believed to be one of the largest assemblies of Nazi loot brought to light—a vast collection of books, many of them of considerable value—has been found in the former Benedictine Monastery at Tazenburg, near Klagenfurt. The Germans ejected the monks from the building some three years ago. The books, stored in over 3,000 crates and totalling some million works, were housed mainly in the Church of Saint Josef of Tazenburg, which stands on a height overlooking the Glen Valley. Among the libraries represented are the Rothschild collection at Ferrieres, the Stuz Library in Paris, and the Czar's library at Kiev, as well as private collections from Holland, Belgium and Czechoslovakia

THE FIRST GERMAN NEWSPAPER TO BE PUBLISHED IN GERMANY since the Occupation : The first copy of the *Aachener Nachrichten* rolls off the press in Aachen, after conditional licence had been granted to the publisher by Brigadier General Robert A. McClure, Chief of the Psychological Warfare Division at Supreme Allied Headquarters. This is the first German newspaper to resume publication in the American-occupied part of Germany



THE VENUS DE MILO IS ON VIEW IN PARIS ONCE AGAIN : Four expert Frenchmen have now uncrated the Venus de Milo. The great work of art, after six years in exile, is back at her old stand, the Louvre. Her nose was a little smudged after her long internment in a padded crate which had been hidden in the vaults of a château in Valencay, together with some 800 other Louvre masterpieces. Here a small group of people, including an American soldier, are gazing at the statue on its old pedestal. They were the first to inspect the museum after the opening of the doors to the general public a few days ago

PICTURES OF HOME INTEREST

BRITAIN'S SUPER-PASSENGER PLANE FOR THE PEACETIME AIR ROUTES OF THE EMPIRE: The huge "mock up," or scale model in wood and metal, being assembled in a giant workshop of the Bristol Aviation Company. The aircraft is known as the Brabazon, Type I

On left—
The Bristol Aviation Company have now started building the type 167 of the Brabazon, Type I, Britain's super-aircraft for the peacetime passenger routes. This giant plane will have a range of 5,000 miles and a speed of 250 m.p.h. The wing span is 230 ft., the length 177 ft. and the height over the rudder 52 ft. It will carry 224 passengers by day, or eighty passengers in sleeping-berths by night. Power is provided by eight Bristol Centaurua engines, each developing over 2,500 horse-power. The aircraft is designed for operating at a height of over 20,000 ft.

A SHAKESPEARE PLAY IS PRESENTED BY THE BOYS OF BRADFIELD COLLEGE in their famous Greek Theatre. "Twelfth Night" in the open air—a scene during the progress of the play, showing the stage and the large audience

BOYS AT BRADFIELD MAKING UP FOR THEIR PARTS: Olivia (M. D. L. Moore) applies the lipstick; Sir Toby Belch (J. W. Herrington) twirls his moustache, while Viola (E. Stevens) adjusts Olivia's dress: In 1890, Dr. H. B. Gray, warden and headmaster, converted an old chalk-pit at Bradfield College into a great open-air theatre modelled on the Greek Theatre at Epidaurus. It consisted then of ten tiers, and was enlarged to its present size in 1898. Since 1890 the College has become famous for the plays presented by the boys. This year they have performed Shakespeare's *Twelfth Night*

AN ADMIRAL'S DAUGHTER MARRIES THE SQUIRE OF A PLYMOUTH VILLAGE: Only daughter of the Commander-in-Chief at Plymouth, Miss Ann Leatham was married a few days ago to Major Charles Lorne Sayers, the Duke of Cornwall's Light Infantry, Squire of Holbeton Village, near Plymouth. The ceremony was solemnised at the Royal Naval Barracks church at Devonport; senior naval officers and men of the bridegroom's regiment formed a double guard of honour. The bride has been working as a recorder in the Devonport Dockyard, under the command of Vice-Admiral Dowding. In the picture, her chief, Vice-Admiral Dowding, is seen on the right, and her father, Admiral Leatham, is on the left: both are toasting her health

THE YOUNGEST BACHELOR OF LAW TO BE CALLED TO THE IRISH BAR: Twenty-one-year-old Charles B. FitzSimons is the brother of Maureen O'Hara, Hollywood film-star. He has just been called to the Irish Bar, and is the youngest Bachelor of Law ever to be called to the Irish Courts. In this picture are seen: on the left, Mr. C. FitzSimons (father); James FitzSimons (brother); Mrs. Reta FitzSimons (mother); Charles FitzSimons; and Miss FitzSimons' and her fiancé, Major Harry Edwards, Chief of the U.S. Marines in England

THE FIRST NON-AUSTERITY DRESS SHOW TO BE HELD IN LONDON : Some of the models presented recently at the May Fair Hotel. The designers of suits, "picture frocks" and wedding gowns already seem to have forgotten that restrictions ever existed ! In their bid to make London a leading centre, the first non-austerity dress show since restrictive regulations were imposed on the fashion designers was held in London on June 26, at the May Fair Hotel. An all-British "shop window" was presented which, it is hoped, will draw customers from all over the world. Here are some of the models : from left to right—an evening gown in twylon ; a dinner gown ; another evening gown in twylon moss crêpe ; an evening gown in black, "Fantasia" ; "Travella," a coat in authentic Guards' red material trimmed with black ; a four-piece ensemble in Scotch tweed ; and an evening gown in slipper satin

FASHION DISPLAYS FOR BRITAIN'S GIRLS demobilised from the Forces : Any of Britain's women in uniform, or ex-Servicewomen with demobilisation certificates, can see a series of special fashion displays arranged for their benefit, the first of which has been held at Selfridge's in London. Most of the clothes are utility models—durable, inexpensive and coupon-saving : but the few non-utility styles displayed have also attracted considerable attention. Here, serving members of the women's Services are seen inspecting one of the models at Selfridge's, Oxford Street

A **"SILENT CARTRIDGE" TO BREAK UP DEFENCE BLOCKS : The beginning of the noiseless American "screwing" process on a massive concrete mass at Southend**

HOW THE WATER CARTRIDGE IS INSERTED into the drilled block of concrete : Thousands of massive concrete blocks are being demolished by a silent method which breaks up the concrete more effectively than it could be done by heavy gunfire. At Southend, Essex, where more than 2,000 of these blocks have to be removed, a hole is drilled into the concrete for 3 ft. It is 6 ins. wide, and a special water cartridge is inserted into the opening. Two men finish off the demolition by screwing down the cartridge. Without any noise, large cracks appear in the block, which falls apart in fragments

ADMIRAL SIR HUGH BINNEY, NEW GOVERNOR OF TASMANIA, and Lady Binney on board their yacht at Cardiff : Admiral Binney is sixty-one ; he has just been appointed Governor of Tasmania in succession to Sir Ernest Clark, whose extended period of office will expire in August. During a distinguished naval career, Sir Hugh Binney commanded H.M.S. *Hood* in 1932-33. In the last war he was closely associated with Australian troops during the Gallipoli campaign, and he has ancestral connections with Tasmania. He will take up his duties in three months' time

THE COMPANY FROM THE COMÊDIE FRANÇAISE IN PARIS COME TO LONDON FOR A SEASON AT THE NEW THEATRE

A company of the Comédie Française, who have arrived in London, are here to carry out a tour of two weeks' duration at the New Theatre, St. Martin's Lane. They are giving Beaumarchais' *Le Barbier de Seville* and Molière's one-act comedy *L'Impromptu de Versailles*. During the occupation of France, the players were active members of the French Resistance Movement. M. Pierre Dux, leading the company, is at thirty-seven the youngest administrator-general of the Théâtre Française, the oldest national theatre in Europe. On the left, members of the company are seen at the theatre during a reception held in their honour. From left to right are : Mme. Aouer, M. Ramond, Mortimer, Mme. de Fonteney, Mlle. Deudon and Mlle. Marney. In the picture on the right are : Mme. Marie Bell, leading lady, with M. Pierre Dux. During the liberation of Paris, Mme. Bell was in charge of a dressing station at the Comédie

WHAT HAPPENED THE LAST TIME

A Glance Back at the Treaty of Versailles, and What Followed in its Train—A Lesson for the Coming Peace Discussions

Described by CHARLES GRAVES

SO much interest seems to have been shown in my researches into the General Election immediately after the last war that I am encouraged to attempt the same technique with the coming Peace Treaty, now that the San Francisco Conference has given the green light.

The Treaty of Versailles was signed in the Hall of Mirrors on June 28, 1919. The Big Four were Clemenceau, Lloyd George, President Wilson and Signor Orlando. The German signatories were the totally obscure Herr Muller and Herr Bell. The other signatories included General Smuts, Venizelos and Paderewski. The Chinese delegation were absent because of the clause which virtually gave Shantung to the Japanese.

Immediately after the signing, General Smuts said prophetically: "I have signed the Treaty, not because I am satisfied, but because it is imperatively necessary to close the war. We have not yet found the real peace to which our people were looking. The real work of making peace can only begin now. Territorial settlements will need revision, indemnities have been stipulated which cannot be enacted without grave injury to the industrial revival of Europe. But two achievements of far-reaching importance are definitely recorded. One is the destruction of Prussian militarism, the other is the institution of the League of Nations." The last two sentences were, after all, not so prophetic.

President Wilson, in his official statement immediately after the signature, said: "The Treaty does away with the right of conquest and rejects the policy of annexation, substituting a new order under which backward nations will no more be subjected to the domination and exploitation of stronger nations. . . . It furnishes guarantees such as were never given or even contemplated previously, for the treatment of all who labour at the daily tasks of the world. There is ground for deep satisfaction, universal reassurance and confident hope."

So much for the Allies' reactions. The *Borsen Zeitung* said: "We do not know when the day will come when we shall be allowed to speak another language. That it will come, however, quiet contemplation tells us. It also tells us that approximately 80,000,000 people can only be dominated temporarily by a foreign will. The application of such forcible domination necessitates tremendous material as well as spiritual superiority in power which the rest of the world possesses; but the maintenance of this would only be made possible by a world-political development. All signs point to the contrary. The Peace of Versailles will be nothing but an episode in the history of humanity."

This exact prediction was printed jeeringly in the British Press. So, too, was the fact that the other Conservative newspapers in Germany came out with black borders on the day after the signing of the Treaty. The Press also quoted the *Tageszeitung*, which said: "No Peace Treaty has ever been drawn up with such cold, calculating determination to kill without allowing to rise again." And the *Deutcheszeitung* said: "German people, you must revenge the shameful Peace of Versailles which is now signed. Do not forget that by unceasing effort the German people will rise again to reconquer the place among the nations which is its due." The British Press also quoted Hamburg shipping magnates, who squealed, "Unless we get raw materials on credit as well as foreign loans, there is not the slightest chance of Germany ever being able to pay her way."

Professor Keynes resigned his seat on the Supreme Economic Council as he found that no substantial modifications were likely to be made in the draft terms of peace. He complained that Clemenceau believed that you must never negotiate with or conciliate a German. You must dictate to him, because on no other terms will he respect you or will you prevent him from cheating you. That was where Clemenceau was right and Keynes was wrong.

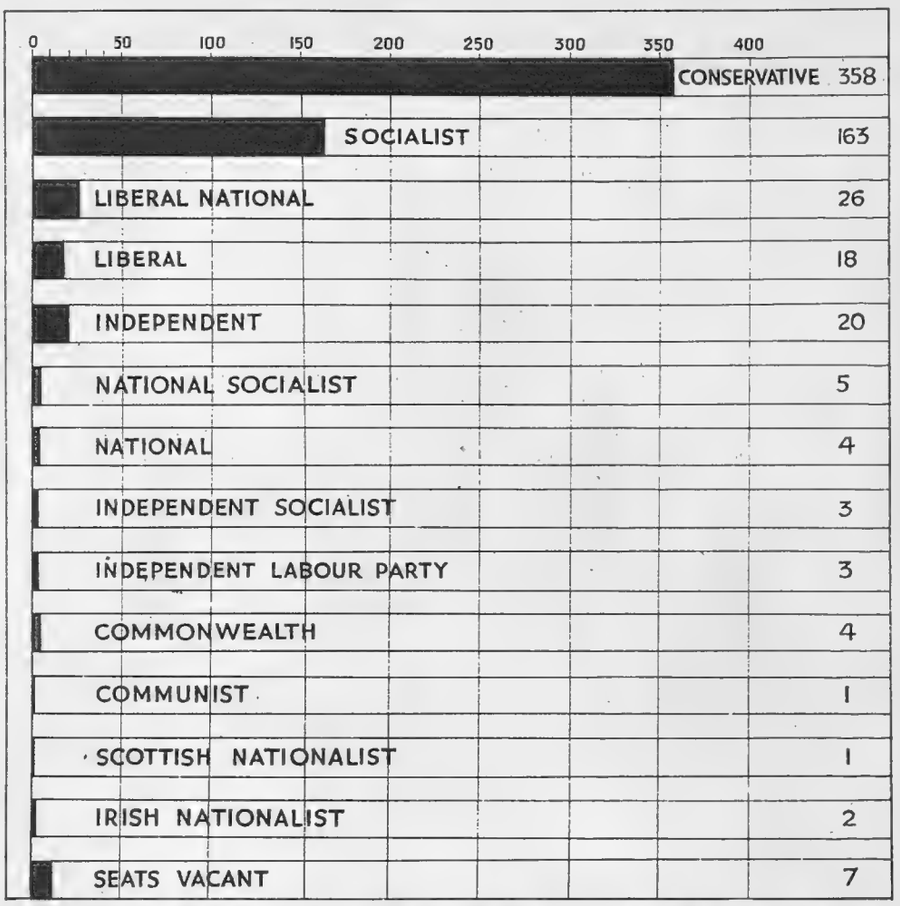
But even before the Peace Treaty had been signed, diplomatic observers gave warnings about the clashing of contentions of Rumania with Serbja, of Greece with Italy, and of France with Great Britain in Asia, all of which were likely to be given a new life.

What were the terms? In territory, the German losses were Alsace and Lorraine to France; Moresnet, Eupen and Malmedy to Belgium; the northern part of Schleswig to Denmark; the Saar basin to be governed by an International Commission for fifteen years, its future to be decided by a plebiscite; the Polish Corridor between East Prussia and Brandenburg; the free city of Danzig to be governed by a League of Nations Governor; the cession of Memel to Lithuania; the whole of the German overseas empire (the Cameroons, Togoland, South-West Africa, East Africa, New Guinea, Samoa and various Pacific islands) was handed over for administration by various countries under League Mandate. In addition to this, Germany had to recognise the frontiers of Austria and Czechoslovakia. She had to demilitarise Heligoland totally. She also lost her concessions in China, Siam, Egypt and Morocco.

So much for the losses of land. The whole left bank of the Rhine and the right back to the west of a line drawn 50 kilometres to the east were demilitarised "for ever." The German Army was reduced to 100,000 men, and conscription was forbidden. The German Navy was restricted to six battleships, six light cruisers, twelve destroyers and twelve torpedo-boats. No submarines were to be built. There was to be no German Air Force at all. All German armaments were to be subject to inspection by the League of Nations. The main German waterways, the Rhine, the Oder and the Elbe, were to be free to the traffic of all nations. This also applied to the Kiel Canal.

Germany was to pay £1,000,000,000 sterling within two years in gold, goods, ships or other specific forms of payment (hence the Dawes Plan and the Young Plan). All merchant vessels of 1,600 tons and upwards, half of those between 1,000 tons and 1,600 tons, and a quarter of all steam trawlers and other fishing-boats were to be ceded to the Allies.

In addition, German shipyards were to build 200,000 tons of shipping every year for the next five years for the Allies. The German General Staff was to be disbanded, and no poison gas, tanks or armoured cars were to be manufactured.



THE STATE OF ALL THE POLITICAL PARTIES AT THE DISSOLUTION OF PARLIAMENT IN JUNE. Whilst awaiting the results of the General Election, here is a diagram to ponder over; it shows the number of seats held by every political party in the House at the time of the Dissolution. Four by-elections were then pending, but the contests for the vacant seats were merged in the General Election. The Conservative Party was, of course, first; the Labour Party a good second; and the rest—nowhere

On paper it looked 100 per cent. complete, this rubbing of Germany's nose into the dust and keeping the country harmless for years to come. In fact, the Treaty of Versailles stood with only minor infringements (apart from reparations) until January 1933.

Republican Germany had her small non-conscript army, her coastal patrol navy, and her pioneers in gliding. Then came the Treaty of Locarno, as a result of which Germany joined the League of Nations; but that was when Hitler came into power, and from the time of the withdrawal of the Inter-Allied Commission, everything was done to smash the Treaty of Versailles.

Hitler finally denounced all the disarmament clauses on March 16, 1935. Heligoland was already secretly fortified. The Anglo-German Naval Treaty permitted Hitler to build a navy one-third the size of ours. Then came that series of bloodless campaigns, the German reoccupation of the Rhine, the occupation of Austria, the cession of Sudetenland, the invasion of the rest of Czechoslovakia, the "protecting" of Bohemia and Moravia and the reoccupation of Memel.

In the meantime, clause after clause of the Treaty of Versailles had been smashed—arms production, the closing of the Kiel Canal to foreign warships, and the building of military aircraft, tanks and other weapons of war. Fortunately, the Prime Minister is a historian. Doubtless Stalin, Truman and Churchill have sufficiently good memories to see that the coming Peace Terms will not be so easily broken. But how this can be done is hard to tell. Going by the precedent of the last war, it would appear that we will be safe from Germany until 1958 or 1959.

It is true that Germany's cities have been smashed in this war, whereas they escaped entirely in the last one. But every day there are alarming reports from such experts as Field-Marshal Montgomery that Germany, though on her knees, is by no means down and out. There are accounts of the 4,000,000 machine tools still available in the Reich. There are reports of still more grisly V-weapons invented by the German scientists. The over-all picture is somewhat gloomy. It seems impossible to imagine more relentless peace terms than those of the Treaty of Versailles in 1919, even though Germany has this time surrendered unconditionally, and will have to accept every kind of dictation from us. It would appear that we will have to have garrisons in Germany as permanent as those in Aldershot, Gibraltar and the North-West Frontier and other parts of the British Empire. A free use of the phrase "an occupying force" suggests that this security of tenure is only temporary; and after the experiences of "the long week-end" anything temporary in the way of controlling Germany is evidently out of the question.

BALLOT PAPERS ARE FLOWN OVERSEAS BY THE R.A.F.: Forty tons of them were flown out to overseas stations by Transport Command. Even before Britain went to the poll on July 5, the first of the marked papers were being received back in this country

ONE OF THE HAMPDEN TRAIN FERRIES, which took rolling-stock to France for the invasion of the Continent: The stern of one of the special vessels, showing the heavy lifting gear

A HAMPDEN FERRY AT SOUTHAMPTON comes right up to the railhead to take its heavy cargo of rolling-stock aboard for France

MORE WAR SECRETS REVEALED

The Train Ferry to France and the Army "Pier Ship" at Southend

Another D-Day achievement by Britain has just been revealed by the War Office—the Hampden Train Ferry, illustrated on this page. By means of these craft, locomotives, railway wagons, mobile workshops and other very heavy equipment were shipped direct to France so that supplies to the Allied Armies should not be held up. The Ferry Ships were devised by the War Department to carry special gear, so that locomotives and rolling-stock could be picked up and landed at any quay which was rail-served or which could be quickly linked up with a nearby railway system. The gear necessary for the undertaking was designed for the L.N.E.R. and Southern Railways from 1942 onwards, although the actual fitting-up had to be left to the last possible moment as the vessels for adaptation were still on operational service. Tank landing ships were also converted into train ferry craft. The work was carried out in this country by both British and U.S. technicians

TANK LANDING CRAFT WERE ALSO USED for the transportation of heavy equipment for the Army: Here, a big locomotive and its tender are being discharged from the vessel direct on to the rail-track

GHOST SHIPS AT SOUTHEND, sunk by the Germans during the war: Every day at low tide the ghosts of the river appear in the Thames, a mile east of Southend Pier. The "ghosts" are the hulks of seven ships lost from a single convoy at the peak period of Germany's attacks on British shipping. Here is a view of the "graveyard," which covers an area of three square miles. On the right, the derelict bow-half of the cement coaster *Belvedere* rests on the bed of the river. The stern has been towed away

THE ARMY "PIER SHIP" AT SOUTHEND, which was part of Britain's anti-aircraft defences: A secret kept by the people of Southend since the beginning of the war has now been revealed. At the commencement of the German air raids on Britain, the Army laid a special upper deck on the Prince George extension of the pier and mounted anti-aircraft guns in concrete emplacements, from which they did fine work against the Luftwaffe and flying bombs. Pulling on their coats, anti-aircraft crews are seen in the picture above racing to the guns on the "deck" as enemy aircraft are reported to be approaching Southend

The World of Books—By Vernon Fane

CRIME AND THE COUNTRY LIFE

The Most Recent Books Cover a Wide Range—from Life in Rural England to the Philippines and China

THE freshest and most spontaneous book of the week is, paradoxically enough, a murder mystery in which the action takes place against a background reminiscent of *Cold Comfort Farm, Arsenic and Old Lace*, and other spirited renderings of crime or the rural life. Not that there is anything consciously derivative about Miss Margot Bennett's style. There isn't. But her joyously flippant approach to the problems of sex, suicide and slaughter inevitably recalls the best masters in this idiom, whether English or American.

TIME TO CHANGE HATS (Nicholson and Watson. 8s. 6d.) is concerned, in about that order of importance, with murder, blackmail, cows, goats, golden-voiced alcoholics and schoolgirls.

The venue is a small village in a happily unfamiliar part of Dorset, where such circumstances as I have just mentioned seem to abound, and where none of the conventional epithets fit the yokels, the police or the scintillating young sleuth whose account of events this purports to be. Invalided out of the Army in the middle of the war, he has thought fit to enliven his convalescence with a little crime detection, and not finding any obvious starting-place for his researches, writes round to his friends asking them if they know of any likely corpses.

One answer, from the prettiest of his acquaintances, starts him off on a trail which conveniently begins in the house where she is staying, and ends with the only conventional note in the novel, the fact that the murderer is trapped and caught. One is grateful for wit or wisdom, wherever they crop up, and if humour is to be found in a thriller, then all good luck to it. And, while we 're on that subject, good luck to the career of an admirable new writer.

Mr. Robert Liddell's novel WATERING-PLACE (Jonathan Cape. 7s. 6d.) has much of the quiet charm of its original, which I have not the slightest hesitation in identifying as Tunbridge Wells. This town I have always thought unique even among English spas. It has strong individuality and no suggestion of the insipidness associated with such places.

Like the author, I first knew the town as a child, and felt then that it had a particular magic, though for me this was expressed more by the place itself than by the people, and I possessed no pass-key to the intimate life of those people, such as the author had used with such discrimination. But where else in the world, certainly where else in placid Kent, would one find forbidding, batrachian rocks jutting from pleasant green heaths? Or a covered spring from which one drank, as a point of honour, water that tasted like ink and stained the cups a bright fox-colour? In this town were the subtlest and richest cakes, to be eaten indigestibly and satisfactorily at eleven o'clock in the morning. Mr. Liddell, however, is more concerned with personalities and, notably and successfully, with those mild English eccentrics who flourish in such a sheltered air, rather as the palms do at Torquay. His book, written in a muted but not a plaintive key, is quite enchanting, and leaves a small glow of pleasure.

From the same publisher come two books of widely divergent character, though with some likeness of title. One is a biography of distinction and even some importance; the other a collection of trivial, though occasionally amusing, sketches which add nothing very profound to one's reading experience and seem an odd choice for publication in these days of acute paper shortage. First things first; the biography is one which I recommend to you, the life of an American Methodist missionary whose work has lain in China, and who has included among his friends the fabulous Charlie Soong, father of Madame Sun Yat Sen and Madame Chiang Kai-shek.

MY FATHER IN CHINA (Joseph. 15s.) is in many ways a model of what a biography may be; a finely objective recording of a man's life through his words and actions, and at the same time a wonderfully vivid picture of the kind of world in which that life was spent. In the case of the Reverend William Burke it was spent as a very young man in the southern state of Georgia, and it was there, and at a theological college in Tennessee, that he trained for the missionary work that was to take him across the world to Shanghai, and on to Sungkiang. After fifty years he is still living in China under Japanese occupation, and the latest news of him comes from a Methodist missionary woman interred in Shanghai. "Old Boo Sien-Sang [the Chinese name he adopted] is still in his home at Sungkiang. He is getting the best of treatment. He looks thin and old."

In his early days in China, Burke was faced with every kind of obstacle, moral or material, from the crudities provoked by ignorance and superstition to the far more baffling barriers of formalism and exquisite manners. With his pretty and courageous young wife, also a missionary, Burke slowly initiated his work, started his schools and services, and, with what seemed to his own ardent spirit infinite slowness, began to see some result for his labours. His son, Mr. James Burke, whose book this is, has convinced at least one reader that the life of a nonconformist missionary in a squalid river town in China may be, in the reading, as full and as exciting, and even as funny as many more spectacular existences.

THE LAUGHTER OF MY FATHER (Joseph. 7s. 6d.) is a very different affair, and not merely in content, which would be understandable. Mr. Carlos Bulosan has written a bright little series of anecdotes about a family in the Philippines in the happy, feckless days before the Japanese attacks. The style is an artfully artless blend of naïveté and a kind of brutal gaiety. None of the incidents, of which one at least is completely offensive, give one the slightest desire to know more about this particular way of life.

STRANGE FRUIT (Cresset Press. 9s. 6d.) has the terrible familiarity of any story dealing with the relationship between coloured and white people in the southern states of America. It says nothing essentially new, though Miss Lillian Smith expresses herself with an instinctive originality. There is the love-affair of the beautiful negro girl and the white man, ending tragically in the old recriminations and distaste, and there is the hounding to his death of the innocent negro. Over the whole story, like a heat haze, lies ignorance and hopelessness.

The author has an objective picture of the little town in Georgia, which she gives clearly to the reader; she does not muddle the issue with her own personal observations, nor does she make any attempt to clarify it. It is a well-written and a horrifying story.

In America, where it was published some months ago, the book was banned in a number of cities; in spite of, or because of which action, a phenomenal total of copies was sold.

If you can accept the premise that a woman may have the gift of healing in her hands, know herself to have it, and let that knowledge work in her mind like a worm i' the bud, then the chief impediment to your enjoyment of ECHO FROM AFAR (Collins. 7s. 6d.) will have been removed. Personally, I would have expected the woman—her name is Faith and she is an artist's second wife—to have accepted the gift as naturally as a lucky human being might accept the possession of very well-shaped arms and legs. Unfortunately, this is not her reaction. With the approval and encouragement of the author, she dramatises herself and thereby robs the reader of any conviction of her power, and the story of much of its strength.

Miss Hebe Elsna has a pleasant talent for the quietly romantic, and her story of feminine jealousies, male loyalties and tabby-cat intrigues would have gained a great deal from having a more credible central figure.

HOMES OF THE FUTURE?

MODELS OF AMERICAN HOUSES ON EXHIBITION IN NEW YORK CITY: ***On the left***—This model of an American "Home of the Future" (scaled at one inch to the foot) is one of eight on exhibition at the Museum of Modern Art in New York City. The structure would cost between £1,000 and £1,500 to build, and was designed for use by a family of two adults and from two to four children, with an income of from £500 to £750 a year. The house would contain three bedrooms, one or two bathrooms, ample living and dining space, a kitchen, laundry, closet room and garage. ***On the right***—In this small-scale, single-story house the rooms face south to catch the low winter sun, but deep eaves provide shade in the summer. Although the glass is fixed in place, screened louvres at the base of the south wall and the top of the north wall provide excellent, easily-controlled cross-ventilation

Unlike most "row houses," this one is shallow and wide, allowing for lots of glass and good cross-ventilation. Projecting party walls and a staggered building-line define each house as a separate unit, and varied colours and textures give each house its own character. The living-room runs from front to back, so the house can face either north or south

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This was the alarming situation disclosed during invasion tests.

Yet, on D-day our fighting vehicles charged the beaches and treacherous shingle without bogging. The reason? The spring type bead-lock — a Firestone invention developed with Toledo Woodhead Springs Ltd., Sheffield — locked tyres to rims even at pressures as low as 10 lbs.

Adopted for all D-day transport, the spring type bead-lock — outcome of Firestone specialized knowledge — had conquered the beaches.

Firestone

PRODUCES FOR WAR ★ PREPARES FOR PEACE

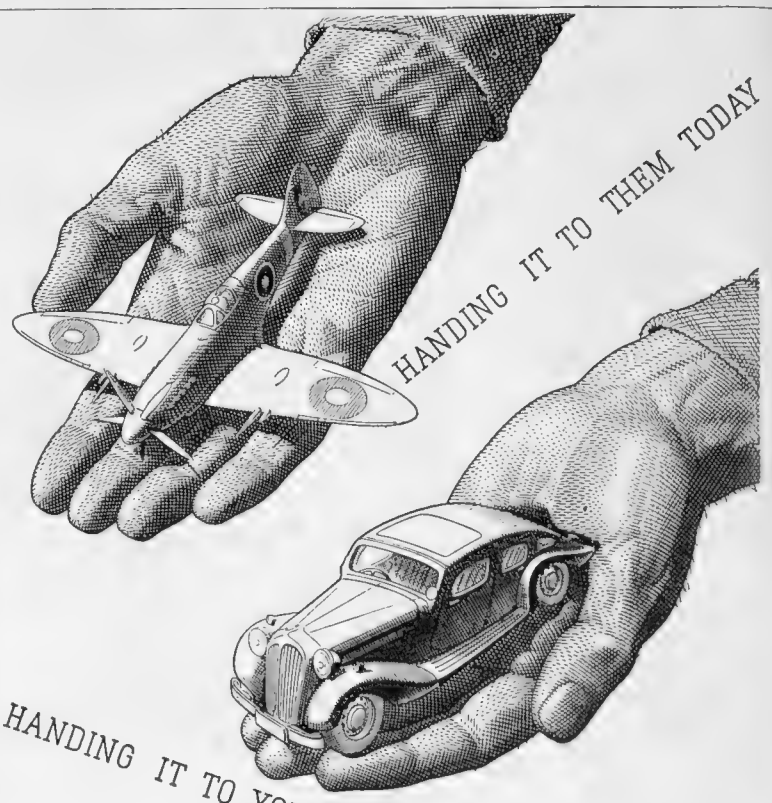
Where do I go *from here...?*

You take a man halfway across the globe, in the speedy comfort of your great air-liner—and then what do you do with him? Dump him at the airport and leave him to fend for himself? But he may still have two or three hundred miles to go. What he needs, of course, is a feeder service from the airport to the aerodrome nearest his final destination. Percival Planes are made for that job . . . . .

PERCIVAL AIRCRAFT

LUTON AIRPORT, BEDS., ENGLAND — A COMPANY OF THE HUNTING GROUP

C.R.C.1.



To-day these hands have Victory in their grasp. To their inborn skill the nation owes its priceless air supremacy. To-morrow this same skill, heightened by six years' devotion to the nation's cause, will turn to the making of the future's finest cars.

★ **SINGER MOTORS** LTD COVENTRY AND BIRMINGHAM

WETHERDAIR LTD • BRADFORD & LONDON

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Real home-life and a happy future are the prospect of every child that enters Dr. Barnardo's Homes. 132,000 have already benefited : 8,000 constantly in the family.

Please send

A GIFT

to help maintain this work.

10/-

will feed one child for a week.

Cheques, etc. (crossed), payable "Dr. Barnardo's Homes." should be sent to 20 Barnardo House, Stepney Causeway, London, E.1.

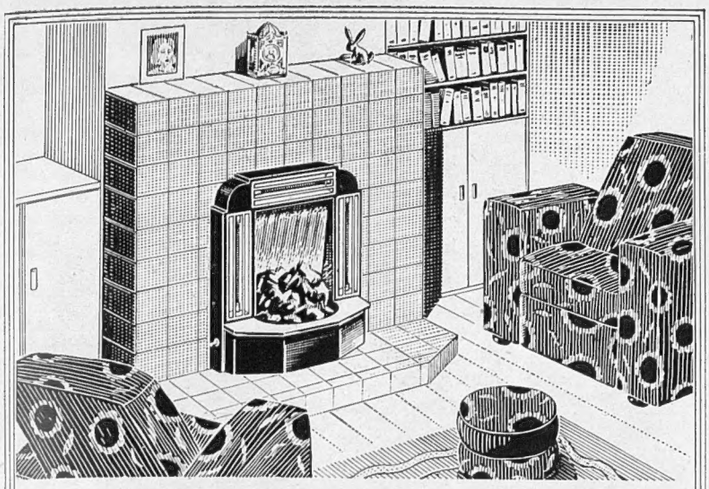
"WARDONIA"

FOR BETTER SHAVES

Sparklets
(REGD. TRADE MARK)

All available supplies of SPARKLETS BULBS are being distributed as equitably as possible. For the present, please "go easy with the soda" and return empty Bulbs promptly to your usual supplier.

HYGIENIC—CONVENIENT—ECONOMICAL



Electric **HEATING**

by Creda

A fire in tasteful design, of a type or finish for any scheme of decoration—this is Creda Electric Heating from which you get warmth without work. Make a note for your post-war home.

your constant servant

Issued by SIMPLEX ELECTRIC CO., LTD. OLDBURY, BIRMINGHAM

Preparing to be a Beautiful Lady

Ann is off to School on her bicycle—a picture of health, youthful joy and natural loveliness. She washed this morning—as on all mornings—with Pears Soap. Mummy allows no other. For Mummy knows that just Pears Soap and clear water is the golden rule in Preparing to be a Beautiful Lady.

PEARS SOAP

We regret that Pears Transparent Soap is in short supply just now.

A. & F. Pears Ltd. GG 369/396

Traditional quality
OLD SCOTCH WHISKY
in original OLD-FASHIONED FLASK
Unsurpassed in quality, although restricted in distribution by scarcity of old stocks
WILLIAM GRIGOR & SON
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THE ORIGINAL SWISS PROCESS CHOCOLATE—FAMOUS SINCE 1826

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WE SERVE

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How we stand

We believe that Atco Owners will welcome a frank statement of the inescapable facts inevitable in the change-over from war to peace conditions.

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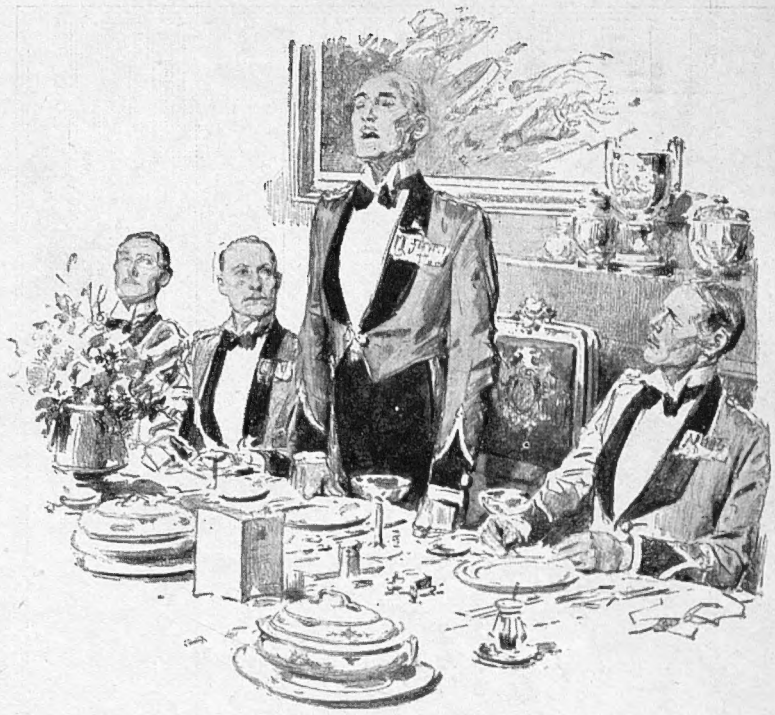
Even if Atco Depots could stand down now from their war commitments the labour and materials needed to service every Atco immediately are simply not there. Nevertheless Atco Service facilities should increase from now fairly rapidly. Please contact your Atco Depot Manager who will do everything in his power to help you. And if it is humanly possible for you to get your machine into serviceable condition yourself for the time being, will you do so for the sake of the stretcher-cases ?

ATCO

CHARLES H. PUGH LTD.
Whitworth Works, BIRMINGHAM 9



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MINTON
The World's Most Beautiful China

MINTONS LTD . STOKE-UPON-TRENT . EST. 1793

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. . . the joy of unrationed shopping and the presents of

Meltis
Confectionery

to make special occasions sweeter

N.B. To 'Melticipate' is to anticipate sweetly!

MELTIS LTD., LONDON & BEDFORD

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NORFOLK HOTEL, BOURNEMOUTH
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LANGDALE CHASE HOTEL
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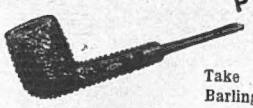
Manufactured entirely in London, England.

Barling PIPE CRAFT



Take care of your Barling Pipe. When available the very limited supplies are sent to Barling Agents.

Prices are as follows.

	S.S.	S-M.	L.	E.L.
Standard or Sandblast	10/6	13/6	16/6	20/-
Ye Olde Wood Selected Grains	S.S. 15/6	S-M. 18/6	L. 21/6	E.L. 25/-

Letters S.S., S.M., L., E.L., on each pipe indicate sizes—Small-Small, Small-Medium Large and Extra Large.

Index of Sizes clearly marked on each stem

Manufactured by
B. BARLING & SONS *(Estd. in London 1812)*
"Makers of the World's Finest Pipes"

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FERNANDEZ FINO SHERRY

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NOW OBTAINABLE IN LIMITED SUPPLIES
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Vita-Weat

REG.

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By Appointment
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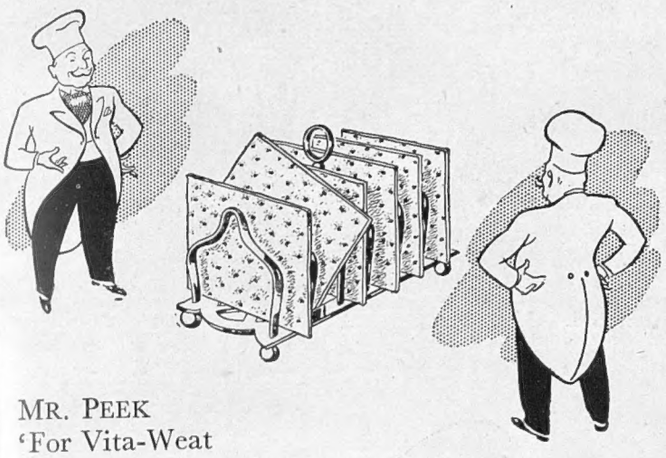

MR. PEEK
'For Vita-Weat
our proudest boast' . . .

MR. FREAN . . . 'is that we're superseding toast!'

Made by Peek Frean & Co. Ltd., makers of famous biscuits

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YOUR skin is a highly sensitive organ. Its 2,000,000 pores must be kept active with regular baths. Its fine nerve net-work should be stimulated with cold showers or vigorous friction rubs. Once your skin begins to work as nature intended, you will find you have acquired an extra sense.

Only when you have developed your skin-sense can you enjoy to the full, the luxurious comfort a warm bath can give; the fresh touch of new underwear; the soft caress of sea breezes on bare limbs, and above all, the carefree rapture of Coty Talc after the bath — the most exciting experience your skin-sense can enjoy. In stimulating your skin-sense Coty Talc stirs up a calm silky confidence that lasts all day.

Coty TALC
For freshness appeal

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The exact causes of *Rheumatism* have yet to be discovered by medical science, but it is known that salicylate therapy has a beneficial action on the disturbances of uric acid metabolism associated with certain types of Rheumatism: 'Genasprin', therefore, combats these conditions as well as giving *sure and speedy relief* from the pain that accompanies them.

Only an *absolutely pure* form of aspirin can be relied upon not to depress the heart or upset the digestion. 'Genasprin' *is* absolutely pure; it will not produce any harmful after-effects. You can get 'Genasprin' from any chemist at 1/5d. and 2/3d.

At any time of strain or pain
'GENASPRIN'
sees you through!

The word 'Genasprin' is the registered trade mark of Genatosan Ltd., Loughborough.

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Why? Because war conditions restrict supplies of bitter oranges, which prevents the manufacture of "GOLDEN SHRED." Fruit is controlled, but *quality* cannot be standardised. Robertson's pre-war reputation and skill, coupled with our 80 years' old tradition, still count for a lot.

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Euthymol
TOOTH PASTE

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